
JODHPUR RAILWAY

ANNUAL REPORT.

1935-36.

COMPLIMENTARY

SECTION I.

Report by the Manager.

TABLE OF CONTENTS.

SECTION I.

AGENT'S REPORT.

PARA:— CHAPTER I. Page

1. General Review. .. 1-2

CHAPTER II.

2. Capital invested and return thereon .. 2
 3. Passenger traffic earnings. .. 3
 4. Goods traffic earnings. .. 3-7
 5. Analysis of working. .. 7-11
 6. Capital expenditure. .. 12
 7. Compensation claims. .. 12
 8. A brief review of statistics relating to the settlement of claims for compensation and refunds, indicating where there is practicable the average time taken for settlement. .. 12
 9. Stores balances. .. 13-14

CHAPTER III.

New Constructions and Engineering.

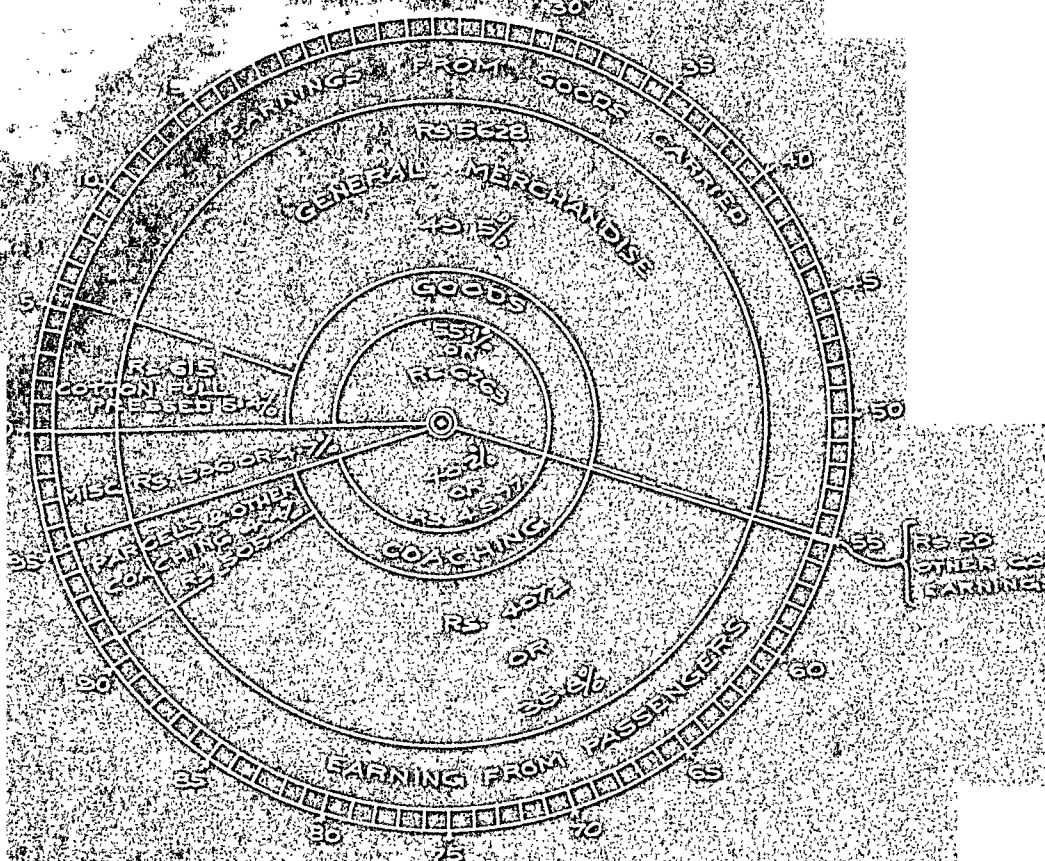
10. Important new works. .. 14
 11. Lines sanctioned during the year under review. .. 14
 12. Lines under construction on 31st March 1936. .. 14
 13. Surveys. .. 14
 14. Lines open during the year. .. 14
 15. Open line improvements. .. 14-16
 16. Accidents. .. 16
 17. Floods. .. 16

CHAPTER IV.

Transportation and Working.

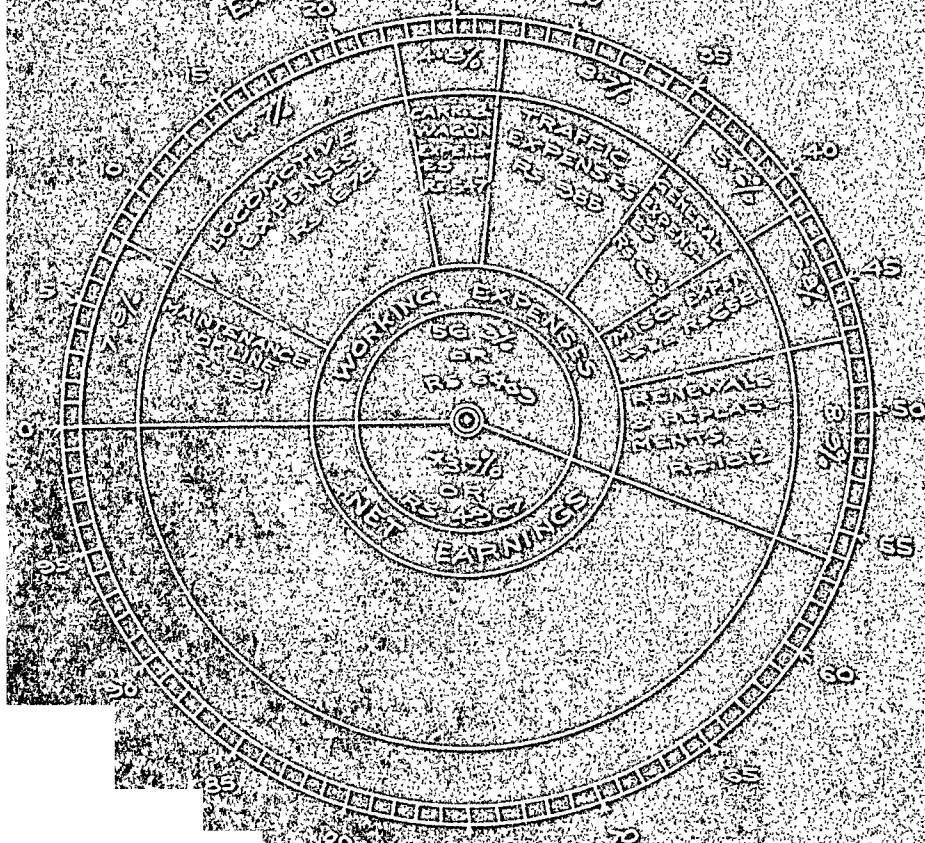
18. Train miles. .. 16-17
 19. Important alterations in rates and fares. .. 17
 20. Road Motor competition. .. 17
 21. Local advisory committee. .. 18
 22. Ticket checking system in force on the various sections. .. 18
 23. Melas. .. 18
 24. Booking offices. .. 18
 25. Waiting rooms and waiting halls. .. 18
 26. Covered and raised platforms .. 18
 27. Refreshment rooms for Hindus and Mohammedans. .. 18
 28. Vendors' stalls in waiting halls and on platforms. .. 18
 29. Water supply for passengers. .. 18
 30. Restaurant or Buffet Car services. .. 18-19
 31. Arrangements to ensure cleanliness of latrines in passenger trains. 19

(Rs 1576)



EXPENDITURE

(Rs 6405)



Jodhpur Railway.

FROM

H. G. RAWLINS, Esq.,
ACTING MANAGER,
Jodhpur Railway.

To

THE SECRETARY,
RAILWAY BOARD,
Simla.

Jodhpur, the 2nd July, 1936.

SIR,

I have the honour to submit herewith my Report for the Financial year 1935-36 on the general administration and financial results of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpur Khas-Khadro Railway.

ANNUAL REPORT.

CHAPTER I.

General Review.

1. The following statement brings into prominence the more important features of the operation of Jodhpur Railway during the year 1935-36 together with similar information for the year 1934-35:—

Particulars.	JODHPUR RAILWAY.	
	1934-35.	1935-36.
Mileage Open—		
1. Single Line	975·27	1,055·07
2. Double Line .. .. .	..	..
3. Total Route Mileage	975·27	1,055·07
4. Total Track Mileage	1,138·48	1,228·16
Capital and Revenue Earnings and Expenditure.—		
5. Total Capital Outlay including Suspense on Open Line	Rs. 5,01,25,394	Rs. 5,09,28,261
6. Gross Earnings	1,07,10,739	1,13,76,300
7. Gross earnings per train mile	5·99	5·54
8. Working Expenses	55,59,812	64,09,521
9. Working expenses per train mile	3·11	3·12
10. Net Earnings	51,50,927	49,66,779
11. Percentage of total working expenses to gross earnings	51·9	56·3
12. Percentage of net earnings on total Capital Outlay on Open Line	10·28	9·75

Particulars.				JODHPUR RAILWAY.	
				1934-35.	1935-36.
Equipment—				No.	No.
13.	Locomotives	..	..	107	107
14.	Passenger carriages	..	..	247	260
15.	Other passenger carriages	..	..	86	80
16.	Goods stock	..	..	2,603	2,691
17.	Motor Inspection Trolleys	..	..	6	7
Passenger Traffic—					
18.	Number of passengers carried	..	..	3,790,477	4,447,708
				Miles.	Miles.
19.	Passenger miles	..	..	178,747,003	197,283,817
20.	Average journey	..	..	47.2	44.4
				Rs.	Rs.
21.	Earnings from passengers carried	..	..	36,88,171	40,73,799
				Pies.	Pies.
22.	Average rate charged per passenger per mile.			3.96	3.96
				Rs.	Rs.
23.	Total Coaching Earnings	..	..	41,98,621	45,77,743
				Tons.	Tons.
Goods Traffic—					
24.	Number of tons carried	..	..	1,066,327	1,358,021
				Miles.	Miles.
25.	Net ton miles	..	..	143,872,721	168,716,197
26.	Average haul	..	..	135	124.2
				Rs.	Rs.
27.	Earnings from tonnage carried excluding refunds.			59,25,902	62,42,430
				Pies.	Pies.
28.	Average rate charged for carrying a ton of goods one mile	..	..	7.93	7.13
29.	Total goods earnings	..	..	59,43,988	62,62,722
30.	Miscellaneous earnings	..	..	5,68,130	5,35,835
				No.	No.
31.	Number of employees on 31st March 1936	..	..	7,973	7,799
32.	Number of stations on 31st March 1936	..	..	145	161

CHAPTER II.

Financial Results.

2. Capital invested and return thereon:—The statement below exhibits capital invested, return on Capital Outlay, Gross Earnings, Net Earnings and Operating Ratio of each of the Railways comprising the system, at the close of the year 1935-36, with similar figures for the previous year.—

Railways.	Years.	Total capital outlay including construction and suspense.	Total capital outlay on open line including suspense.	Return on capital outlay given in column 3	Gross Earnings.	Net Earnings.	Operating Ratio.
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway. (Jodhpur Section).	1934-35 1935-36	4,59,36,832 4,68,33,264	4,04,42,025 4,10,01,125	817 742	71,51,352 75,68,609	37,52,915 34,72,610	47.6 54.1
Jodhpur-Hyderabad Railway (British Section)	1934-35 1935-36	1,01,59,769 1,11,78,385	87,67,600 89,79,143	1213 1229	33,34,978 35,88,756	12,63,336 13,62,862	62.1 62.9
Mirpurkhas-Khadro Railway	1934-35 1935-36	9,15,769 9,47,993	9,15,769 9,47,993	1470 1379	2,24,400 2,18,845	1,34,646 1,31,307	40.00 40.00
Total ..	1934-35 1935-36	5,70,12,370 5,89,59,642	5,01,25,394 5,09,28,261	903 842	1,07,10,739 1,13,76,300	51,50,927 49,66,779	51.9 56.3

3. Passenger Traffic and Earnings.—The earnings from passenger traffic of the several Railways amounted to Rs 40,73,799/- in the year under review as compared with Rs. 36,88,171/- in the previous year, resulting in an increase of Rs. 3,85,628/-.

The statement below shows the number of and earnings from passengers carried by classes for the different Railways :—

RAILWAYS.	CLASS.	NUMBER.				EARNINGS.			
		1934-35 No.	1935-36 No.	In- crease. No.	De- crease. No.	1934-35 Rs.	1935-36 Rs.	In- crease. Rs.	De- crease Rs.
Jodhpur Railway (Jodhpur Section) ..	1st.	2,403	2,778	375	..	31,765	38,163	6,398	..
	2nd.	16,769	18,774	2,005	..	1,11,593	1,26,593	15,000	..
	Inter.	37,616	44,398	6,782	..	58,975	63,027	4,052	..
	3rd.	2,050,742	2,183,216	132,474	..	22,26,348	23,54,457	1,28,109	..
Jodhpur-Hyderabad Railway (British Section) ..	1st.	1,699	1,704	5	..	10,116	11,955	1,839	..
	2nd.	15,665	18,539	2,874	..	49,728	57,282	7,554	..
	Inter.	79,062	109,009	29,947	..	63,113	79,932	16,819	..
	3rd.	1,566,715	2,047,640	480,925	..	10,19,092	12,14,974	1,95,882	..
Mirpurkhas-Khadro Railway ..	1st.	61	27	..	34	241	183	..	58
	2nd.	930	949	19	..	1,941	1,661	..	280
	Inter.	7,210	7,733	523	..	5,676	5,756	80	..
	3rd.	184,612	204,286	19,674	..	1,09,583	1,19,816	10,233	..

There are increases except in 1st and 2nd class traffic on Mirpurkhas-Khadro Railway which are due to (1) Opening of Jhudo-Pithoro Loop line and Marwar Junction-Phulad Section and (2) general revival of trade.

4. Goods Traffic and Earnings.—The total earnings from goods traffic of the several Railways amounted to Rs. 62,42,430/- as compared with Rs. 59,25,902/- in the previous year. The increase is, therefore, Rs. 3,16,528/-.

The tonnage carried in the year under review is 1,358,021 against 1,066,327 in 1934-35, i. e., an increase of 291,694 tons.

The following table shows tons carried and earnings derived therefrom for the various Railways :—

RAILWAYS.	Tons carried.				Earnings.			
	1934-35 Tons.	1935-36 Tons.	In- crease Tons.	De- crease. Tons.	1934-35 Rs.	1935-36 Rs.	In- crease. Rs.	De- crease. Rs.
Jodhpur Ry. (J. Section) ..	754,201	945,642	191,441	..	38,21,466	41,77,975	3,56,509	..
Jodhpur-Hyderabad. Railway (British Section) }	520,850	716,129	195,279	..	20,04,710	19,80,105	..	24,605
Mirpurkhas-Khadro Railway.	38,853	34,833	..	4,020	99,726	84,350	..	15,376

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1934—35:—

Commodities.	1934-35.	1935-36.	1934-35.	1935-36.	DIFFERENCE.			
	Tons.	Tons.	Rs.	Rs.	Tons.		Rupees.	
					Increase	Decrease	Increase	Decrease
Fuel.—								
1. Coal & Coke and patent fuel.—								
(a) For the public ..	19,271	22,450	53,472	60,484	3,179	..	7,012	..
(b) For Foreign Railways and Home-land construction ..	25	5,121	12	7,188	5,096	..	7,476	..
(c) Total ..	19,296	27,571	53,484	67,672	8,275	..	14,488	..
2. Oil fuel ..	3,476	4,378	50,465	72,000	902	..	22,535	..
3. Firewood and other fuel.	14,920	15,393	23,294	25,972	473	..	1,878	..
Heavy Merchandise.—								
4. Rice in the husk ..	2,155	1,780	11,213	9,226	..	376	..	1,987
5. Rice not in the husk ..	21,565	25,125	1,52,318	1,82,850	3,560	..	30,532	..
6. Gram and Pulses ..	54,956	69,762	4,88,559	4,57,282	1,809	..	..	21,273
7. Wheat ..	87,801	80,187	4,57,598	3,95,374	..	7,614	..	62,224
8. Jawar and Bajra ..	4,702	8,038	29,703	53,951	3,336	..	24,248	..
9. Other Grains ..	25,957	15,392	2,02,005	89,220	..	10,565	..	1,12,785
10. Marble and Stone ..	123,323	129,965	3,62,778	3,83,178	6,612	..	20,700	..
11. Salt ..	29,230	47,637	1,32,271	2,10,979	18,437	..	78,708	..
12. Sugar, refined and unrefined ..	13,512	18,212	1,08,503	1,16,103	4,000	..	37,394	..
13. Wood imported ..	6,811	7,890	38,929	43,141	1,058	..	4,212	..
14. Metallic Ores ..	1	1	..	..	..	3	..	41
15. Oil Seeds ..	68,197	66,518	6,04,789	5,92,179	..	1,619	..	11,610
16. Cotton Raw Processed ..	12,747	16,656	4,49,566	6,14,569	3,930	..	1,61,943	..
17. Petrol (in bulk) ..	2,282	2,760	98,962	1,18,622	478	..	19,660	..
18. Kerosene oil (in bulk) ..	1,123	1,134	28,780	29,116	11	..	336	..
19. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total Heavy Merchandise	688,206	812,196	31,66,310	33,71,097	23,690	..	1,70,727	..
Light Merchandise ..								
21. Cotton Lint unprocessed ..	36,370	35,391	2,18,807	2,12,211	..	977	..	24,896
22. Cotton Manufactured ..	13,093	12,583	1,97,508	1,81,195	..	420	..	16,013
23. Yarn ..	7,668	11,153	41,515	58,989	3,746	..	17,194	..
24. Fruits & Vegetables fresh ..	6,712	9,570	39,516	55,989	2,258	..	15,210	..
25. Gums, Jutes, Molasses etc. (in bulk) ..	15,920	18,702	1,42,760	1,73,711	3,782	..	30,551	..
26. Jute Bales ..	48	42	231	183	..	6	..	41
27. Iron and steel wrought ..	18,153	18,296	2,11,748	2,31,475	113	..	22,708	..
28. Ropes and cables ..	7,567	7,399	1,73,336	1,61,095	..	561	..	12,448
29. Petrol in tins ..	1,118	1,196	50,987	56,322	18	..	..	605
30. Talcum ..	1,648	4,881	73,547	85,671	233	..	12,107	..
31. Miscellaneous ..	16,890	18,591	2,08,006	1,96,256	..	265	..	14,747
32. Miscellaneous (All kinds) ..	319	230	473	111	..	119	..	29
33. Total Light Merchandise	125,561	136,130	11,76,216	13,92,374	4,780	..	17,561	..
34. Other Miscellaneous ..	59,162	115,169	9,01,579	9,17,456	19,196	..	..	4,564
35. Total General Merchandise	214,929	267,195	20,63,905	23,80,927	11,276	..	1,11,670	..
36. Mail and Traffic ..	125	125	5,774	6,561	..	29	..	1,237
37. Live Stock ..	87	1,132	9,543	14,192	206	..	8,216	..
38. Railway Materials ..	111,444	211,659	19,632	1,81,155	210,161	..	85,126	..
39. Materials and Stores for Engineering purposes ..	49,691	60,216	1,22,194	1,51,197	19,185	..	26,031	..
40. Engineering stores and material ..	144,664	1,14,234	8,747	6,296	11,239	..	12,933	..
41. Total ..	1,000,111	1,117,119	1,01,911	2,27,706	227,706	..	2,27,706	..
42. Total Tonnage hauled ..	1,698,127	1,884,315	52,27,216	57,52,023	286,896	..	3,24,807	..

Brief explanations for rise and fall in earnings from the carriage of principal commodities are given below:—

INCREASES.—

Coal & Coke and Patent Fuel for the Public. (a) The increase of Rs. 7,012/- is due to more traffic carried from *Via* Kuchaman Road to Stations on the Home Line.

For Foreign Railways and Home Line Construction.—(b) The increase of Rs. 7,476/- is due to better traffic from *Via* Kuchaman Road to *Via* Chilo Junction for the Bikaner State Railway.—

Oil Fuel.—The increase of Rs. 22,525/- is due to improved traffic from *Via* Hyderabad (Sind) to stations beyond *Via* Kuchaman Road and Sujangarh and to stations on Jodhpur Railway (Jodhpur Section).

Rice not in the husk.—The increase of Rs. 30,532/- is due to heavier traffic from *Via* Hyderabad (Sind) to stations beyond *Via* Marwar Junction and also to better traffic in this commodity from *Via* Hyderabad (Sind) to Jodhpur Railway (Jodhpur Section).

Jawar and Bajra.—The increase of Rs. 24,248/- was caused by better movement of (1) local traffic, (2) foreign outward traffic from Jodhpur Railway stations to *Via* Kuchaman Road and (3) cross traffic from *Via* Kuchaman Road to *Via* Hyderabad (Sind).

Marble and Stone.—The increase of Rs. 20,700/- is due to improved traffic between local stations on Jodhpur Railway (Jodhpur Section) and also to more traffic from Jodhpur Railway stations to stations *Via* Chilo Junction.

The increase would have been still greater but for the diminution in traffic from stations on Jodhpur Railway (Jodhpur Section) to stations *Via* Kuchaman Road, Marwar Junction and Sujangarh.

Salt.—The big increase of Rs. 78,708/- is attributable to considerably improved bookings from Pachpadra to stations beyond *Via* Kuchaman Road, Marwar Junction and Phulad and also to improved traffic from Jodhpur-Hyderabad Railway station to stations *Via* Hyderabad (Sind).

Sugar refined and unrefined.—The increase of Rs. 37,304/- is due to heavier traffic from *Via* Kuchaman Road to *Via* Hyderabad (Sind) and on stations of Jodhpur Railway (Jodhpur Section).

Cotton Raw pressed.—The extra-ordinary increase of Rs. 1,64,943/- is due to greatly improved traffic (1) from Jodhpur-Hyderabad Railway stations to *Via* Marwar Junction, and (2) from *Vias* Kuchaman Road and Chilo Junctions and Jodhpur Railway (Jodhpur Section) and Mirpur Khas-Khadro Railway stations to *Via* Hyderabad (Sind)

The improvement in traffic from Jodhpur-Hyderabad Railway stations to *Via* Marwar Junction is the direct result of reduction in rates for Bombay and Ahmedabad.

Petrol in bulk and tins.—There is an increase of Rs. 19,660/- under petrol in bulk and a decrease of Rs. 665/- under petrol in tins resulting in a net increase of Rs. 18,995/- This is due to improved traffic from *Via* Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section) and to stations beyond *Via* Kuchaman Road.

Fodder—The increase of Rs. 17,194/- is due to improved traffic from *Via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section) and from *Via* Kuchaman Road and Chilo Junction to stations *Via* Hyderabad (Sind).

Fruits and Vegetables fresh.—The increase of Rs. 15,240/- is due to greater foreign inward traffic to stations on Jodhpur Railway (Jodhpur Section) and Jodhpur-Hyderabad Railway.

Gur, Jaggree, Molasses (not in bulk).—The increase of Rs. 30,851/- is due to more traffic from *Via* Kuchaman Road to stations on Jodhpur Railway (Jodhpur Section).

Iron and Steel wrought.—The increase of Rs. 22,708/- is due to improved traffic from the following:—

- (1) From *Via* Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section).
- (2) From *Via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section) and Jodhpur-Hyderabad Railway (British Section).
- (3) From *Via* Marwar Junction to *Vias* Chilo Junction and Sujangarh.

Tobacco.—The increase of Rs. 12,107/- is due to better traffic from *Via* Marwar Junction to stations on Jodhpur-Hyderabad Railway and to stations *Via* Hyderabad (Sind).

Live Stock.—The increase of Rs. 8,215/- is due to greater bookings of cattle from Jodhpur Railway stations to *Via* Marwar Junction and Kuchaman Road and also to improved local traffic on Jodhpur Railway (Jodhpur Section).

Railway Materials.—The increase of Rs. 85,426/- is chiefly attributable to more construction works having been carried out during this year.

Materials and Stores on Revenue Account (a)—Fuel. The increase of Rs. 26,031/- is due to greater receipts of coal.

(b) **General Stores and Materials.**—The increase of Rs. 12,063/- is due to the carriage of more materials for Revenue works.

DECREASES.—

Grain and Pulses.—The decrease of Rs. 21,273/- is due to fall in traffic (1) from *Via* Kuchaman Road to *Via* Hyderabad (Sind), (2) from *Vias* Chilo Junction and Sujangarh to stations on Jodhpur Railway (Jodhpur Section) and (3) from Jodhpur Railway (Jodhpur Section) stations to *Via* Marwar Junction.

The fall in traffic was counter-balanced to some extent by improvement in traffic from *Vias* Sujangarh and Chilo Junctions to *Via* Marwar Junction.

Wheat.—The decrease of Rs. 62,224/- was caused by diminution in traffic (1) from Jodhpur-Hyderabad Railway stations to stations on Jodhpur Railway (Jodhpur Section) and to stations *Via* Marwar Junction, (2) from *Via* Chilo Junction to *Via* Marwar Junction and to stations on Jodhpur Railway (Jodhpur Section) (3) from *Via* Sujangarh to stations on Jodhpur Railway (Jodhpur Section), and (4) from stations on Jodhpur Railway (Jodhpur Section) to *Via* Hyderabad (Sind).

Other Grains.—The decrease of Rs. 1,12,785/- is due to much reduced traffic from Bikaner State Railway stations to stations *Via* Hyderabad (Sind) and *Via* Marwar Junction. During 1934-35 there was an increase of Rs. 1,19,924/- due to traffic from Bikaner State Railway. This was the only year in which such traffic reached such proportion.

Oil Seeds—The decrease of Rs. 11,610/- is due to reduced bookings from Jodhpur-Hyderabad Railway stations to stations *Via* Sujangarh and to stations on Jodhpur Railway (Jodhpur Section).

Cotton Raw unpressed.—The decrease of Rs. 36,566/- is due to falling off in local traffic on account of the opening of more ginning factories and interchanged traffic of Jodhpur-Hyderabad and Mirpur Khas-Khadro Railways due to Patoyun factory having remained closed on account of break down of machinery.

Cotton manufactured.—The decrease of Rs. 16,013/- is chiefly due to less traffic from *Via* Marwar Junction to *Via* Hyderabad (Sind), from *Via* Marwar Junction to *Via* Sujangarh and from *Via* Hyderabad (Sind) to *Via* Kuchaman Road.

Kerosine Oil in bulk and tins.—There is an increase of Rs. 336/- under kerosine in bulk and a decrease of Rs. 12,448/- under kerosine in tins resulting on the whole in a decrease of Rs. 12,112/-. This is due to less movement of traffic from *Via* Hyderabad (Sind) to stations *Via* Kuchaman Road. During 1934-35 large quantities of substitute oils were sold.

Provisions.—The decrease of Rs. 14,747/- is chiefly due to fall in traffic from *Via* Hyderabad to *Via* Marwar Junction.

5. Analysis of Working. The working expenses of all the Railways comprising the system were Rs 64,09,521/- in the year under review against Rs. 55,59,812/- in the previous year.

The following table shows the working expenses by departments:—

Departments.	Works.	WHOLE SYSTEM.			
		1934-35.	1935-36.	DIFFERENCE.	
				Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of Way and Works ..	12,42,065	17,44,121	5,02,056	..
Locomotive ..	Maintenance and Renewal of engines, cost of fuel and other expenses attributable to motive power ..	15,77,939	17,20,126	1,42,187	..
Carriage and Wagon ..	Maintenance and Renewal of carriage and wagon stock ..	5,56,951	6,64,535	1,07,584	..
Traffic ..	Commercial and Transportation ..	9,43,632	9,84,899	41,267	..
Agency and others ..	Management, Audit, Medical, Stores and Police ..	5,77,905	6,38,105	60,200	..
Miscellaneous ..	Law charges, compensation, contribution to Provident Fund etc. ..	6,61,320	6,57,735	..	3,585
	Total ..	55,59,812	64,09,521	8,49,709	..

Petrol in bulk and tins.—There is an increase of Rs. 19,660/- under petrol in bulk and a decrease of Rs. 665/- under petrol in tins resulting in a net increase of Rs. 18,995/- This is due to improved traffic from *Via* Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section) and to stations beyond *Via* Kuchaman Road.

Fodder.—The increase of Rs. 17,194/- is due to improved traffic from *Via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section) and from *Vias* Kuchaman Road and Chilo Junction to stations *Via* Hyderabad (Sind).

Fruits and Vegetables fresh.—The increase of Rs. 15,240/- is due to greater foreign inward traffic to stations on Jodhpur Railway (Jodhpur Section) and Jodhpur-Hyderabad Railway.

Gur, Jagree, Molasses (not in bulk).—The increase of Rs. 30,851/- is due to more traffic from *Via* Kuchaman Road to stations on Jodhpur Railway (Jodhpur Section).

Iron and Steel wrought.—The increase of Rs. 22,708/- is due to improved traffic from the following:—

- (1) From *Via* Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section).
- (2) From *Via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section) and Jodhpur-Hyderabad Railway (British Section).
- (3) From *Via* Marwar Junction to *Vias* Chilo Junction and Sujangarh.

Tobacco.—The increase of Rs. 12,107/- is due to better traffic from *Via* Marwar Junction to stations on Jodhpur-Hyderabad Railway and to stations *Via* Hyderabad (Sind).

Live Stock.—The increase of Rs. 8,215/- is due to greater bookings of cattle from Jodhpur Railway stations to *Via* Marwar Junction and Kuchaman Road and also to improved local traffic on Jodhpur Railway (Jodhpur Section).

Railway Materials.—The increase of Rs. 85,426/- is chiefly attributable to more construction works having been carried out during this year.

Materials and Stores on Revenue Account (a)—Fuel. The increase of Rs. 26,031/- is due to greater receipts of coal.

(b) General Stores and Materials.—The increase of Rs. 12,063/- is due to the carriage of more materials for Revenue works.

DECREASES.—

Grain and Pulses.—The decrease of Rs. 21,273/- is due to fall in traffic (1) from *Via* Kuchaman Road to *Via* Hyderabad (Sind), (2) from *Vias* Chilo Junction and Sujangarh to stations on Jodhpur Railway (Jodhpur Section) and (3) from Jodhpur Railway (Jodhpur Section) stations to *Via* Marwar Junction.

The fall in traffic was counter-balanced to some extent by improvement in traffic from *Vias* Sujangarh and Chilo Junctions to *Via* Marwar Junction.

Wheat.—The decrease of Rs. 62,224/- was caused by diminution in traffic (1) from Jodhpur-Hyderabad Railway stations to stations on Jodhpur Railway (Jodhpur Section) and to stations *Via* Marwar Junction, (2) from *Via* Chilo Junction to *Via* Marwar Junction and to stations on Jodhpur Railway (Jodhpur Section), (3) from *Via* Sujangarh to stations on Jodhpur Railway (Jodhpur Section), and (4) from stations on Jodhpur Railway (Jodhpur Section) to *Via* Hyderabad (Sind).

Other Grains.—The decrease of Rs. 1,12,785/- is due to much reduced traffic from Bikaner State Railway stations to stations *Via* Hyderabad (Sind) and *Via* Marwar Junction. During 1934-35 there was an increase of Rs. 1,19,924/- due to traffic from Bikaner State Railway. This was the only year in which such traffic reached such proportion.

Oil Seeds—The decrease of Rs. 11,610/- is due to reduced bookings from Jodhpur-Hyderabad Railway stations to stations *Via* Sujangarh and to stations on Jodhpur Railway (Jodhpur Section).

Cotton Raw unpressed.—The decrease of Rs. 36,566/- is due to falling off in local traffic on account of the opening of more ginning factories and interchanged traffic of Jodhpur-Hyderabad and Mirpur Khas-Khadro Railways due to Patoyun factory having remained closed on account of break down of machinery.

Cotton manufactured.—The decrease of Rs. 16 013/- is chiefly due to less traffic from *Via* Marwar Junction to *Via* Hyderabad (Sind), from *Via* Marwar Junction to *Via* Sujangarh and from *Via* Hyderabad (Sind) to *Via* Kuchaman Road.

Kerosine Oil in bulk and tins.—There is an increase of Rs. 336/- under kerosine in bulk and a decrease of Rs. 12,448/- under kerosine in tins resulting on the whole in a decrease of Rs. 12,112/-. This is due to less movement of traffic from *Via* Hyderabad (Sind) to stations *Via* Kuchaman Road. During 1934-35 large quantities of substitute oils were sold.

Provisions.—The decrease of Rs. 14,747/- is chiefly due to fall in traffic from *Via* Hyderabad to *Via* Marwar Junction.

5. Analysis of Working. The working expenses of all the Railways comprising the system were Rs 64,09,521/- in the year under review against Rs. 55,59,812/- in the previous year.

The following table shows the working expenses by departments:—

Departments.	Works.	WHOLE SYSTEM.			
		1934-35.	1935-36.	DIFFERENCE.	
				Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of Way and Works ..	12,42,065	17,44,121	5,02,056	..
Locomotive ..	Maintenance and Renewal of engines, cost of fuel and other expenses attributable to motive power ..	15,77,939	17,20,126	1,42,187	..
Carriage and Wagon ..	Maintenance and Renewal of carriage and wagon stock ..	5,56,951	6,64,535	1,07,584	..
Traffic ..	Commercial and Transportation ..	9,43,632	9,84,899	41,267	..
Agency and others ..	Management, Audit, Medical, Stores and Police ..	5,77,905	6,38,105	60,200	..
Miscellaneous ..	Law charges, compensation, contribution to Provident Fund etc. ..	6,61,320	6,57,735	..	3,585
	Total ..	55,59,812	64,09,521	8,49,709	..

Engineering.—The increase under this head amounts to Rs. 5,02,056/- as detailed below:—

	Rs.
(a) General Administration	5,759
(b) Ordinary Repairs and Maintenance	68,834
(c) Replacement and Renewals	4,27,463

(a) *General Administration.*—The increase of Rs. 5,759/- is chiefly due to the employment of additional permanent clerks and more temporary staff in 1935-36 than in 1934-35, and usual annual increments.

(b) *Ordinary Repairs and Maintenance.*—The increase of Rs. 68,834/- is due to —

- (1) the opening of Jhudo-Pithoro Line and partly to repairs to banks and heavier expenditure on rail fastenings and dogspikes.
- (2) Special repairs to bed stones on trough girder bridges in 1935-36 against nil in 1934-35 and more new minor works having been carried out in 1935-36.
- (3) More repairs to fencings and platforms in 1935-36 than in 1934-35.
- (4) Temporary watering arrangements at Jhudo in 1935-36 and more painting of water tanks.

These excesses were partly counter-balanced by (i) expenditure on annual ; having been less during 1935-36 and (ii) losses in cash and stores through stock adjustment being less than the previous year.

(c) *Replacement and Renewals.*—The increase of Rs. 4,27,463/- is due to —

- (1) The write-back of the original cost in connection with renewal of sleepers on Jodhpur Railway provided in the year 1934-35 having been carried out mainly in 1935-36.
- (2) Write-back of (a) the original cost of Timber Seasoning Shed at Jodhpur, (b) Goods-shed drainage at Jodhpur and (c) extension to station buildings at Osian for the Raj year 1934-35 having been carried out in the official year 1935-36.
- (3) Write-back of the original cost of surfacing passenger platforms at Jodhpur, Merta Road and goods-shed platforms at Jalor, Marwar Bhinmal and Ranawara having been carried out in 1935-36 against nil in 1934-35.
- (4) Write-back of the original cost of new engine shed at Mirpur Khas for 1934-35 having been carried out in 1935-36 and abandoning of the water softener at Mirpur Khas.
- (5) Write-back in connection with abandoning ballast crushing plant at Jasai and also for improvements to Telephone facilities having been carried out in 1935-36.

These excesses were partly counter-balanced by write-back in connection with more culverts having been abandoned in 1934-35 than in 1935-36.

Locomotives.—The increase under this head amounts to Rs. 1,42,187/- as detailed below :—

	Rs.
(a) General Administration	8,382
(b) Ordinary Repairs and Maintenance	55,583
(c) Operating Expenses	98,895
(d) Replacement and Renewals	—20,673

(a) *General Administration.*—The increase of Rs. 8,382/- is chiefly due to usual annual increments and acting arrangements for subordinate supervising staff on leave.

(b) *Ordinary Repairs and Maintenance.*—The increase of Rs. 55,583/- is due to—

- (1) More material supplied to sheds in 1935-36.
- (2) More material drawn for heavy repairs to engines in Shops.
- (3) Heavy credits for Loco Stores material returned to stores having been afforded in 1934-35.

(c) *Operating Expenses.*—The increase of Rs. 98,895/- is due to—

- (1) More allowances earned by the staff due to greater engine mileage run consequent on the opening of Jhudo-Pithoro and Marwar Junction-Phulad Lines.
- (2) More staff engaged consequent on the opening of the new lines.
- (3) More coal consumed on account of more engine miles run in 1935-36.
- (4) More freight paid consequent on the receipt of more coal.
- (5) More stores consumed for repairs at pumping stations.

These excesses were partly counter-balanced by losses on cash and stores through stock adjustment which were less during 1935-36 than in the previous year.

(d) *Replacement and Renewals.*—The decrease of Rs. 20,673/- is due to—

- (1) 5 boilers having been received in 1934-35 against 3 only in 1935-36.
- (2) Write-back of the cost of machinery replaced in 1935-36 having been less than in 1934-35.

Carriage & Wagon.—The increase under this head amounts to Rs. 1,07,584/- as detailed below :—

	Rs.
(a) General Administration	3,200
(b) Ordinary Repairs and Maintenance	79,879
(c) Operating Expenses	—18,796
(d) Replacement and Renewals	43,301

(a) *General Administration.*—The increase of Rs. 3,200/- is chiefly due to usual annual increments to the staff and acting arrangements made for subordinate supervising staff on leave.

(b) *Ordinary Repairs & Maintenance.*—The increase of Rs. 79,879/- is due to—

- (1) More repairs to coaching and goods vehicles and also heavy credits having been afforded for Loco stores material in 1934-35.
- (2) More new minor works having been undertaken in 1935-36 than in 1934-35.

(c) *Operating Expenses.*—The decrease of Rs. 18,796/- is due to—

- (1) Less hire charges were debited in 1935-36 on account of fewer tanks having been taken on loan from the foreign railways in the year under review than in the last year.
- (2) Credits received for the stock loaned to Udaipur Chitorgarh Railway.
- (3) The losses on cash and stores through stock adjustment being less than in the previous year.

These savings were partly counter-balanced by an increase due to more carriage staff having been engaged consequent on the opening of new lines and also to usual annual increments.

(d) *Replacement & Renewals.*—The excess of Rs. 43,301/- is due to—

Write-back of the cost of the bodies of certain vehicles replaced in 1935-36 having been more than that in 1934-35,

The excess was partly counter-balanced by write-back of the cost of certain machines replaced in 1935-36 which was less than in the year 1934-35.

Traffic.—The increase under this head amounts to Rs. 41,267/- as detailed below:—

	Rs.
(a) General administration	—4,643
(b) Ordinary Repairs and Maintenance	—7,681
(c) Operating Expenses	53,591

(a) *General Administration.*—The decrease of Rs. 4,643/- is due to two officers having been on leave for longer period than in 1934-35 and also to their leave allowances having been debited to a separate head under Abstract F.

The saving was partly counter-balanced by excess due to the engagement of extra staff and usual annual increments.

(b) *Ordinary Repairs and Maintenance.*—The decrease of Rs. 7,681/- is chiefly due to the supply of 5 new weighing machines to stations in 1934-35 and also to fewer tarpaulins being purchased in 1935-36.

(c) *Operating Expenses.*—The increase of Rs. 53,591/- is due to:—

- (i) Appointment of extra staff consequent on the opening of Jhudo-Pithoro and Marwar Junction-Phulad lines and usual annual increments to staff.
- (ii) More expenditure incurred on lights, etc. consequent on the opening of new lines.
- (iii) Purchase of accumulators and cells, etc. in 1935-36 and receipt of more tools and plant in connection with the opening of new lines.
- (iv) The amount on account of Hyderabad joint station bill having been debited twice to E. III-8 (a) in the accounts of September 1935 through an oversight. The wrong account will be regularised in 1936-37.

Agency and others.—The increase of Rs. 60,200/- is distributed as under:—

	Rs.
(a) General Administration	50,437
(b) Ordinary Repairs and Maintenance ..	9,763

(a) *General Administration*.—The increase of Rs. 50,437/- is chiefly due to the payment of more leave allowances to officers in England and usual annual increments to staff and also to engagement of extra staff on account of the opening of new lines.

(b) *Ordinary Repairs and Maintenance*.—The increase of Rs. 9,763/- is chiefly due to increased payments made to the Government Telegraph Department on account of rent and maintenance charges, *etc.* consequent on the opening of new lines.

Miscellaneous —The decrease of Rs. 3,585/- is distributed as under:—

	Rs.
(a) General Administration	42,100
(b) Operating Expenses	—45,685

(a) *General Administration*.—The increase of Rs. 42,101 is due to—

(i) More Provident Fund Bonus having been paid consequent on the employment of extra staff and also to the usual annual increments to the staff.

(ii) More gratuities paid to staff in 1935-36 than in 1934-35.

(iii) More passages for officers.

(iv) Supply of quinine pills to the railway staff in Smd for prophylactic-treatment.

(b) *Operating Expenses*.—The decrease of Rs. 45,685/- is due to reduction in the rate of interest from 6½% to 4% charged to Jodhpur-Hyderabad Railway in 1935-36.

The saving was partly counter-balanced by payment of more freight bills for stores owing to heavy purchases having been made consequent on the heavy issues necessitated by increased traffic.

The figures of working expenses are further analysed as under:—

HEADS.	1934-35.	1935-36.	DIFFERENCE.		REMARKS.
			Increase.	Decrease.	
	Rs.	Rs.	Rs.	Rs.	
General Administration ..	12,44,780	13,50,014	1,05,234	..	
Ordinary Repairs and Maintenance	13,99,768	16,06,146	2,06,378	..	
Operating expenses other than fuel	16,08,205	16,67,904	..	241	
Fuel	6,85,188	7,73,434	88,246	..	
Replacement and Renewals ..	5,61,871	10,11,063	4,50,092	..	
Total Working Expenses ..	55,59,812	64,09,521	8,49,709	..	
Deduct Non-budget worked lines.	89,764	87,538	..	2,226	
Suspense	4,67,573	—4,50,502	..	9,18,075	
Net Working Expenses ..	59,37,621	58,71,481	..	66,140	

6. **Capital Expenditure.**—The table below gives the total expenditure (excluding Construction and Suspense) against final heads for the year 1935-36 as also similar information for the previous year:—

HEADS.	EXPENDITURE ON.					
	JODHPUR RAILWAY.			JODHPUR-HYDERABAD RAILWAY.		
	1934-35.	1935-36.	Difference.	1934-35.	1935-36.	Difference.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Structural Engineering Works.	2,57,523	12,935	—2,44,588	1,46,268	2,01,144	54,876
2. Equipment	14,017	10,846	—3,171	9,706	10,118	412
3. Rolling Stock	3,40,484	5,07,162	1,66,678	..	..	..
4. General charges .. .. .	..	..	..	..	..	..
5. Collieries .. .. .	..	..	..	..	..	..
6. Miscellaneous .. .. .	..	..	..	..	..	..
Total ..	6,12,024	5,30,943	—81,081	1,55,974	2,11,262	55,288

7. **Compensation Claims.**—The following table gives the net amount paid on claims compensation as compared with the previous year:—

RAILWAYS.	AMOUNT PAID.		DIFFERENCE.	
	1934-35	1935-36.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section) ..	356	1,944	1,588	..
Jodhpur-Hyderabad Railway (British Section).	188	1,023	835	..
Total ..	544	2,967	2,423	..

The table below gives the number of claims dealt with during the year under review:—

Particulars.	1934-35.	1935-36.
	No.	No.
Number of claims on hand from the previous year	105	211
Number of claims received and re-opened	680	922
Total ..	785	1,133
Number of claims settled by payment	246	447
Number of claims declined and withdrawn	328	519
Number of claims on hand at the close of the year	211	167

8. **A Brief review of statistics relating to the settlement of claims for compensation and refunds, indicating where this is practicable the average time taken for settlement.**—In the year under review the situation was as under:—

Particulars.	Compensation.	Refunds.
	No.	No.
No. of claims dealt with—1934-35	574	2,626
1935-36	966	2,687
Total amount paid—1934-35	Rs. 3,844	Rs. 18,272
1935-36	6,539	22,068
The average time taken in settlement of a claim	2 to 21 months.	1½ months.

The increases in the year under review are due to the opening of the new loop line, increased traffic in Sind and general improvement in traffic.

9. Stores balances.—The statement below shows the position of stores balances on 31st March 1936 as compared with the previous year.—

Year.					Stores Balances.
					Rs.
1934-35	..	..	..	..	9,43,190
1935-36	..	..	..	..	9,95,925
Difference	..	..	..	..	+52,735

The increase of Rs. 52,735/- is due to the following reasons:— Rs.

- (1) Issues of salwood sleepers and pipes, culverts for maintenance works -1,000
- (2) Concrete mixer, pumps, trolleys light and material and other stores having been D. S. 8ed by the Engineering Department 12,000
- (3) Purchase of 60lbs rails, crossings and points for maintenance work and also heavy return of the Engineering stores 48,000
- (4) Receipt of buffers and parts 6,000
- (5) Issue of underframes and wheels -9,000
- (6) A motor lorry having been D. S. 8ed by the Engineering Department 3,000
- (7) Purchase of one Outer Signal for Engineering Department and other material, such as, Hume pipes and cranks. etc. having been D. S. 8ed 5,000
- (8) Contracted quantity of bolts, nuts and rivets, having been received in July 1935 and not operated on by the end of the year 1,000
- (9) Heavy issues of lamps during the year -2,000
- (10) Unusually large stocks of oil axle and kerosine, stocks of cement maintained to meet increased demands of the Engineering Department, shouldaries obtained for survey works and accepted on books and paulins obtained to meet the rainy season demand 15,000
- (11) Special purchase of ebonite boxes 4,000
- (12) Heavy receipt of brass ingots, old boiler tubes and old files 3,000
- (13) Certain surplus stores having been disposed of by auction -35,000

(14) Variations in station material and fencing, tools, lamps and lamp fittings, metals, painters' stores, furniture for stations, cloth and clothing	Rs. 4,000
(15) P. W. material with P. W. Inspectors having been used for renewals on J. & J. H. Railways	-3,000
(16) More stock of coal on hand on 31st March 1936 than on 31st March 1935	12,000
(17) Short receipt of timber (Padauk wood) during the year under review	-13,000
(18) Stock adjustment account under adjustment	3,000
Total	<u>53,000</u>

CHAPTER III.

NEW CONSTRUCTIONS AND ENGINEERING.

10. Important New Works.—

- (1) New bridges over the Puran Dhoro at Kachelo and Jhudo were completed
- (2) Construction of reservoirs for storage of canal water at Mirpur-Khas and Tando Jam was completed.
- (3) A flag station with sidings was opened at New Chhor at a site adjacent to the village.
- (4) A large extension to the store ward at Jodhpur was completed.

11. Lines Sanctioned during the Year Under Review.—

No new extensions were sanctioned during the year.

12. Lines Under Construction on 31st March 1936.—

No lines were under construction on 31st March 1936.

13. Surveys.—The final location survey of the Pithoro-Sanghar Project was sanctioned and carried out during the year.

14. Lines opened during the year:—

- (1) Pithoro to Jhudo thus forming a Loop Line from Pithoro to Jamrao *via* Jhudo.
- (2) Marwar Junction to Phulad to link up with Udaipur-Chitorgarh Railway.

Open Line Improvements.—The following were the principal improvements carried out on the Open Line:—

- (1) The ballasting programme on Jodhpur and Jodhpur-Hyderabad Railways was continued.

- (2) Electric light was installed in the Marshalling Yard at Mirpur Khas.
- (3) Train Control was extended from Jamesabad to Jhudo and on the new lines from Pithoro to Jhudo and Marwar Junction to Phulad.
- (4) Factory sidings at Pithoro and Tando Jan Mahomed were provided.
- (5) Dail Dormant weighing machines were provided at 3 stations.
- (6) Parcel cages were introduced at several stations.
- (7) Separate entrance to Loco yard at Mirpur Khas.
- (8) Provision of a fourth line at Tando Alahayar.
- (9) Additional accommodation was provided in the marshalling yard at Mirpur Khas.
- (10) Water supply for Locomotives and staff in the marshalling yard at Mirpur Khas was arranged.
- (11) A large number of quarters for all grades of subordinate staff were built at Mirpur Khas and at other stations.
- (12) A new telephone system was installed at Mirpur Khas.
- (13) Running Rooms were provided at Hyderabad (Sind) and Marwar Junction.
- (14) Extension to station building at Osian was carried out.
- (15) Additional siding accommodation was provided at Pithoro.
- (16) Water Softeners were provided at Nagaur and Merta Road.
- (17) A Club building was provided at Barmer.
- (18) Passenger platforms at Merta Road and Jodhpur were surfaced with Shell sheet.
- (19) A gantry was erected in Wagon Shop at Jodhpur.
- (20) Certain bridges on Jodhpur and Jodhpur-Hyderabad Railways were regirdered.
- (21) Programme of providing steel sleepers on Jodhpur and Jodhpur-Hyderabad Railways was continued.
- (22) Improvements to staff quarters on Jodhpur and Jodhpur-Hyderabad Railways were carried out.
- (23) A number of minor works to provide additional facilities were carried out in workshops and stores at Jodhpur.
- (24) Conversion of Dead Ends into loops were carried out at flag stations Kiroda and Badabra.

- (25) Ash pits were provided at various stations
- (26) Several passenger sheds on Khadro Branch and water huts at various stations.
- (27) Certain sidings no longer required, were abandoned on Jodhpur and Jodhpur-Hyderabad Railways

16. **Accidents:**—There were no serious accidents during the year.

17. **Floods:**—(a) Due to exceptionally heavy rain on the night of the 12th and 13th July 1935, the line was breached at miles 8/2 to 8/5 and 10/3 between Mokalsar and Samdari.

The breaches were repaired by 13-30 hours on 14th July 1935, and traffic resumed.

(b) Owing to heavy rain on the evening of 13th July 1935, the line between mile 150/18 and 151/6 between Salawas and Hanwant was breached at 16-30 hours on 14th July 1935, at several places.

The breaches were repaired at 0-35 hours on 15th July 1935, and through traffic restored.

(c) On account of heavy rains on the 13th and 14th July 1935, the line between mile 22/10 and 22/11 was breached on the Bhawi-Bilara Section at 7-35 hours on the 14th July 1935, and resulted in the suspension of traffic from 14th July 1935 to 19th July 1935, as the breach was 120 ft. long and 5 ft. deep.

CHAPTER IV.

TRANSPORTATION AND WORKING.

18. **Train Miles.**—Statement below shows train miles for the year ending 31st March 1936, compared with the corresponding period of the previous year:—

Trains.	WHOLE SYSTEM.			
	1934—35.	1935—36.	Difference.	
			Increase.	Decrease.
Passenger	379,971	493,300	113,329	..
Mixed	975,316	977,200	1,884	..
Goods	404,453	474,831	70,428	..
Departmental	28,350	109,716	81,366	..
Total	1,788,090	2,055,097	267,007	..

The increase under Passenger and Mixed train miles is due to the following reasons:—

- (1) Conversion of 11 Up and 12 Down Mixed trains ex: Chhor to Mirpur Khas and back into Passenger trains from 1st April 1935.

- (2) Conversion of 45 Up and 46 Down Mixed trains ex: Mirpur Khas to Jhudo and back into Passenger trains with effect from 1st April 1935.
- (3) 45 Up and 46 Down Passenger trains and 47 Up and 48 Down Mixed trains from Jhudo to Pithoro and *vice versa* were extended on account of the opening of the Mirpur Khas—Pithoro Loop Line with effect from 1st June 1935.
- (4) Introduction of 59 and 61 Up and 60 Down Mixed trains between Pithoro and Mirpur Khas *via* Main line with effect from 1st June 1935.
- (5) From 1st October 1935, 59 Up Mixed was designated as a Passenger train between Mirpur Khas and Pithoro.
- (6) From 4th February 1936, two Up (31 and 35) and two Down (32 and 36) Mixed trains were introduced between Marwar Junction and Phulad on account of the opening of Marwar Junction—Phulad Section.
- (7) From 1st March 1936, 17 Up and 18 Down extra Mixed trains were introduced between Jodhpur and Marwar Junction.

The increase in goods train mileage is commensurate with the corresponding increase in goods earnings.

The increase in Departmental train mileage is due to the running of more ballast trains on account of Capital and Revenue works.

The following is a comparative statement of the train miles per day on the 31st March 1935 and 1936:—

Trains.	On 31st March 1935.	On 31st March 1936	Difference.
	Miles.	Miles.	Miles.
1. Mails	819	819	..
2. Other Passenger trains	200	549	349
3. Mixed	2,642	2,430	—212

The differences are due to reasons already explained above.

19. Important alteration in rates and fares.—(a) The Pithoro Jamrao Loop Line was opened for local and through booking of goods traffic from the 15th May 1935, and for coaching traffic from 1st June 1935. The arrangement of taking the distance for charge as 150% of the actual mileage over Mirpur Khas-Jhudo Section was abolished and the rates and fares of stations on the Pithoro Jamrao Loop Line have been calculated on actual mileage.

(b) For further important alterations in rates and fares see para 60, items (1) to (24).

20. Road Motor Competition.—There has been no material change in the situation since the last report.

21. **Local Advisory Committees.**—There is no Local Advisory Committee on this Railway.

22. **Ticket Checking system in Force on the various Sections.**
No change has been introduced.

23. **Melas.**—Three Cattle fairs were held at the following stations:—

Parbatsar during August and September 1935.

Nagaur „ February 1936.

Tilwara „ March and April 1936.

For the Runicha Fair near Phalodi held during the months of August and September 1935 special trains were run.

Eleven other fairs were also held for which one or more special trains were run and 17 other Fairs were held for which special trains were not run, but additional facilities were provided.

24. **Booking Offices.**—No additional booking offices have been opened at stations or in towns.

25. **Waiting Rooms and Waiting Halls.**—One additional waiting room for I and II class passengers and one for III class passengers were provided on Jodhpur Railway (J. Section).

26. **Covered and raised Platforms.**—Nil.

27. **Refreshment rooms for Hindus and Mohammedans.**—Refreshment rooms for both Hindus and Mohammedans were provided at 3 stations and at one for Hindus only.

28. **Vendors' stalls in Waiting Halls and on Platforms.**—Vendors' stalls were provided at 8 stations. Six stalls for ice and aerated water were opened temporarily at Mirpur Khas, Chhor, Pithoro, Nabisar Road, Jhudo and Jamesabad. Three permanent stalls were opened at Nabisar Road, Naukot Sind and Samaro Road.

29. **Water supply for Passengers.**—Watermen are employed throughout the year at 112 stations and the total number of watermen permanently employed is 131. 16 additional watermen were engaged temporarily during the hot season.

30. **Restaurant or Buffet Car Services.**—Restaurant cars catering in the European style are run on 3 Up and 4 Down Mails between Marwar Junction and Hyderabad (Sind.)

Refreshment cars catering in the Indian style are run on the following trains.—

3 Up—4 Down between Marwar Junction and Hyderabad (Sind.).

9 Up—10 Down „ Jodhpur and Hyderabad (Sind.).

29 Up—30 Down „ Sujangarh and Degana.

Buffet cars run on 73 Up—74 Down between Jodhpur and Phalodi. They provide light refreshments in the Indian style.

31. Arrangements to Ensure Cleanliness of Latrines in passenger Trains.—Staff at terminal stations and intermediate engine changing stations have been given instructions to fill overhead tanks of carriages. Staff at which sweepers are available and where time permits, have also been instructed to detail their sweepers to inspect latrines if required, and to deal with complaints from passengers.

32. Improvements carried out in Latrines of 3rd class carriages.—The work of increasing the size of latrines to the standard size in the Inter and 3rd class compartments of the existing carriages is in progress.

Latrines of 15 carriages have been enlarged and 23 provided with water tanks along with minor improvements such as fitting of coat hooks, electric light and frosted glasses, *etc.*

33. Improvement carried out in Existing Lower class carriages.—14 Carriages have been re-built on their old underframes.

Corrugated roofs of 4 carriages have been altered to Elliptical.

5. Carriages have been fitted with A. V. B.

C. Z. dynamos of 6 carriages have had their switch gearing converted to Lilliput type.

34. Passengers Travelling without proper Tickets.—

	1934-35.		1935-36.	
	No.	Amount.	No.	Amount.
		Rs.		Rs.
1. Number detected and amount due	19,540	22,567	18,893	24,508
2. Number of cases in which the amount due was recovered without recourse to Courts and the amount recovered	8,731	11,732	10,128	15,672
3. Number of cases dealt with under section 112 and amount recovered	34	Not available.	52	42
4. Number of cases dealt with under Section 113 and amount recovered	15	—do—	1	3/8/-
5. Number of cases taken to Courts which proved infructuous and amount due	Not available.		11	22
6. Total expenditure on travelling ticket checking staff		Rs. 16,921		Rs. 18,445

35. Closing, Opening and Conversion of stations into Flag Stations.—(a) The following stations were converted from Flag to Crossing stations on and from the dates shown against each:—

(i) Ajit 10th January, 1936.

(ii) Basni 1st March, 1936.

(b) The following stations were temporarily converted from Flag to Crossing stations for administrative purposes only and were re-converted to Flag on dates shown against them:—

- (i) Rohat—opened as a Block station on 14th June, 1935 and re-converted on 29th June, 1935.
- (ii) Bidiad—opened as a Block section station on 14th August, 1935 and re-converted to Flag on 11th September, 1935.
- (iii) Besroli—opened as a Crossing station on 16th August, 1935 and re-converted to Flag on 19th September, 1935.
- (iv) Bhawi—opened as a Block section station on 15th July, 1935 and reconverted to Flag on 30th September, 1935.
- (v) Ajit—opened as a Crossing station on 17th July, 1935 and re-convert to Flag on 15th August, 1935.
- (vi) Hanwant—opened as a Crossing station on 29th August, 1935 and re-converted to Flag on 12th September, 1935.
- (vii) Tilwara—opened as a Crossing station on 6th March, 1936 and re-converted to Flag on 10th April, 1936.

(c) The following new stations were opened for public paid Telegraph traffic on and from dates shown against each:—

- | | | | |
|----------------------|----|----|----------------------|
| (i) Samaro Road | .. | .. | 1st June, 1935. |
| (ii) Nabisar Road | .. | .. | 1st June, 1935. |
| (iii) Naukot (Sind) | .. | .. | 1st June, 1935. |
| (iv) Kunri (Sind) | .. | .. | 15th October, 1935. |
| (v) Fazl Bhambro | .. | .. | 1st November, 1935. |
| (vi) Phulad .. | .. | .. | 15th January, 1936. |
| (vii) Marwar Ranawas | .. | .. | 21st February, 1936. |

(d) The following new stations were opened for local and through booking of goods traffic from 15th May, 1935 and for all descriptions of coaching traffic from 1st June, 1935 on account of the opening of the Jamrao-Pithoro Loop:—

- (1) Roshanabad (Flag).
- (2) Naukot (Sind).
- (3) Fazl Bhambro (Flag).
- (4) Talhi (Flag).
- (5) Nabisar Road.
- (6) Kunri Sind (Flag).
- (7) Kinjhejhi (Flag).
- (8) Samaro Road.
- (9) Muhammad Rahim Kalru (Flag).
- (10) Salih Bhambro (Flag).

Muhammad Rahim Kalru (item 9 above) is not opened for booking of motors.

Marwar Ranawas and Phulad stations on Marwar Junction-Phulad Section were opened for goods traffic in local booking from 1st June, 1935 and in through booking of all goods traffic from 1st September, 1935. From 4th February, 1936 these stations were opened for local booking and from 1st March, 1936 for all description of coaching traffic in through booking. Through booking via Phulad was established with effect from the 1st March 1936 for all descriptions of goods and coaching traffic except for cross traffic (Goods) over the Udaipur-Chitorgarh Railway via Phulad and Chitorgarh.

(e) The following stations were opened for the periods shown in connection with fairs:—

Parbatsar Fair — From 12th August, 1935 to 12th September, 1935 for Parbatsar or Tejaji Fair.

Tilwara Fair — From 13th March, 1936 to 6th April, 1936 for Chaitri or Tilwara Fair.

36. Difficulties in Meeting Goods Traffic requirements.—No serious difficulty was experienced in meeting goods traffic requirements.

37. Marshalling of goods trains for long distances.—Goods trains are marshalled only for local stations. All vacuum-fitted wagons are attached immediately next the engines in order to provide more brake powers.

38. Methods of train working in force.—There are two systems of train working in force on this Railway, viz.—

(i) Absolute Block System.

(ii) Train Staff and Ticket System.

39. Train Control.—The train control system is in operation on sections Kuchaman Road to Phulad including Fedusar Branch, Luni Junction to Hyderabad (Sind) and Jamrao to Pithoro via Jhudo. The total length of the control line excluding loops being 649 miles.

40. Method of station Signalling.—

(a) *Way-side stations.*—Kuchaman Road-Hyderabad & Luni Junction—Phulad Sections.

Stations on these sections are provided with isolation of main lines and semi-inter locked system of key locking with the following signals:—

Warner.

Outer.

two armed Home Signals.

(b) *Branch Line.*—Stations on Branch lines are worked with outer Signals only.

CHAPTER V.

ROLLING STOCK, PLANT AND MACHINERY.

41. Improvements in Rolling Stock.—

Locomotives.—

Seven engines were fitted with Automatic Vacuum brakes.

Three engines were fitted with superheater boilers.

Fourteen engines were fitted with A. C type 4 feed lubricators

Coaching Stock.—

Fourteen new bodies were built on old underframes.

Twenty three Vehicles were provided with overhead water tanks for their latrines.

Latrines of fifteen carriages were enlarged to provide a minimum space of 12 sq. ft.

Roofs of four vehicles were altered to the Elliptical type

Five vehicles were fitted with Automatic Vacuum brakes.

Goods Stock.—

Twenty one BKL/AS were fitted with bulb channels.

Five vehicles were fitted with vacuum pipes.

Thirteen 6-wheelers running water tanks were converted to 4-wheelers.

Three goods brake vans were re-built on their old underframes.

42. Innovations in Rolling stock.—Six C. Z dynamos were converted to Lilliput type and put into service.

The following are being experimented with—

- | | | | |
|---------------------------------|----|----|---------------------------------|
| 1. Wota solid bearings. | .. | .. | } on carriage brake
rigging. |
| 2. Ferodo ferobestos "L" bushes | .. | .. | |
| 3. Nitra alloy steel bushes. | | | |
| 4. One hairlock mattress. | | | |

43. Additions to Rolling stock.—The following stock was put into commission.—

Coaching Stock.—

Two Bogie Inter and 3rd composite:

Two „ 1st, 2nd & Inter with servant's compartment.

Three „ Inter class with kitchen compartment.

Three „ 3rd with luggage and Guard's compartment (2 with dynamo and cells).

One „ 3rd class carriage.

One 1st and 2nd composite 4-wheeler.

One Double 2nd class 4-wheeler.

Goods Stock.—

100 I. R. S. Iron Covered Wagons (fully A. V. B.)

44. Plant & Machinery.—The following machines were purchased.—
Capital.—

3 cwt. pneumatic hammer.

Welding plant.

Replacing 8½" Selson Lathe.

„ 10 Pneumatic tools.

One oil fired tyre heating furnace.

New Minor works.—

Replacement of Air Purifier on air Compressor.

8" Self-centring chuck for milling machine.

3½ Tons Morris pulley block and 1 timber grab for Saw Mill.

2 Pedestal grinders for Boiler shop.

1 C. C. S. Pneumatic Drill for Boiler shop.

2 Paint spray guns for Paint shop.

2 Pedestal grinder for Wagon shop.

5 Hoists over turning lathes.

Gantry for Smith Shop.

A gantry in wagon shop is being fitted to lessen the use of screw jacks and hard labour when lifting wagons.

A new type heating furnace has been installed which deals with our largest engine tyres.

Water softening plants have been installed at Merta Road and Nagaur.

45. Experiences in the use of Alkaline cells for train Lighting

The 5 sets in use have been removed from service due to drop in capacity.

46. External Lighting of trains.—The carriages on this Railway are not equipped with external lights except the Restaurant Cars which have been fitted with foot-board lights

47. Number and Tractive Efforts of Locomotives.—The statement below shows the number of tractive efforts of locomotives upto 31st March 1936.

Class.							Total No.	Tractive efforts of each.	Total tractive efforts.
								lbs.	lbs.
T.	..	..	..	..	..	..	3	15,541	46,623
E. E.	..	..	..	..	..	..	7	8,450	59,150
F.	..	..	..	..	..	..	10	9,685	96,850
F.	..	..	..	..	..	..	2	11,760	23,520
F. O.	..	..	..	..	..	..	4	7,766	31,064
F. O.	..	..	..	..	..	..	3	8,875	26,625
F. O.	..	..	..	..	..	..	5	9,430	47,150
Q.	..	..	..	..	..	..	6	8,351	50,106
M.	..	..	..	..	..	..	11	13,922	153,142
M. S.	..	..	..	..	..	..	10	15,957	159,570
H. G. (A)	..	..	..	..	..	..	5	19,584	97,920
H. G. (B)	..	..	..	..	..	..	6	20,825	124,950
H. G. (C)	..	..	..	..	..	..	3	20,825	62,475
P.	..	..	..	..	..	..	21	12,518	262,878
S. P.	..	..	..	..	..	..	10	14,291	142,910
E.	..	..	..	..	..	..	1	6,557	6,557
Total							107	..	1,391,490

48. **Investigation of Coal Contracts.**—Mr. R. A. Tarleton, Deputy Loco Superintendent proceeded to Dhanbad and Calcutta to investigate Coal contracts for 1936—37.

49. **Carriage Examining Station.**—A new carriage examining station was opened at Phulad due to the opening of Marwar Junction-Phulad Section.

50. **Miscellaneous.**—A new combined Iron and Brass Foundry is under construction. This will be equipped with modern cupolas and furnaces and will provide for a larger out-turn.

An extension to the carriage building shop will be carried out next year. This will give approximately 40% more covered area for building and repairing coaching stock.

Work of electrification of Mirpur Khas shed has been completed and new Loco Shed brought into use.

A new timber seasoning shed in Shops has been completed.

CHAPTER VI.

Staff.

51. **Number and cost of Staff.**—The total number of employees at the end of the year under review is 7,799 against 7,973 in the previous year:—

Particulars.	STAFF AND COST.				Difference.	
	1934-35		1935-36.		No.	Cost.
	No.	Cost.	No.	Cost.		
		Rs.		Rs.		Rs.
Europeans	23	..	28	..	..	..
Anglo-Indians	22	..	27	..	5	..
Indians	7,923	..	7,744	..	—179	..
Total ..	7,973	27,29,180	7,799	31,47,184	—174	4,18,004

The excess of Rs. 4,18,004/- or say Rs. 4,18,000/- is due to the following reasons.

Rs.

- (1) Usual annual increments to staff and engagement of extra staff consequent on the opening of Marwar Junction-Phulad & Jhudo-Pithoro Lines .. 77,800
- (2) Mileage allowances paid to train and engine staff were hitherto treated as part of travelling allowance and consequently not included in the cost of staff, but as Provident Fund and Gratuities are calculated on these allowances they have now been included in the cost of staff 1,23,500

(3) More payments of leave allowances & passages for officers during the year under review ..	.. 48,400
(4) Larger payments of gratuities to the staff ..	.. 21,200
(5) More bonus paid to staff consequent on the usual annual increments .. .. .	.. 5,300
(6) Cost of staff chargeable to Capital Open Line works was not hitherto included in the cost ..	.. 58,800
(7) More labour employed on construction works during the year .. .. .	.. 83,000
Total	..4,18,000

52. Staff Benefit Fund.—The Fund was utilised for the following purposes:—

- (1) Supply of newspapers to Clubs at headquarters and districts.
- (2) Supply of books for libraries of Institutes at Jodhpur, Merta Road, and Mirpur Khas.
- (3) Supply of Sports goods.
- (4) Tournaments and refreshments in connection therewith.

53. Institutes.—There are at present 6 institutes at the following stations:—

1. Jodhpur.
2. Barmer.
3. Mirpur Khas.
4. Luni Junction.
5. Merta Road.
6. Degana.

Besides the above Institutes the staff at out-stations are supplied with sports goods.

54. Tournaments.—The following tournaments were played during the year;—

- (1) Jodhpur Railway Indian Institute Tennis Doubles (Open) Tournament at Jodhpur.
- (2) Gordon Cricket Challenge Cup Tournament at Jodhpur.
- (3) Rodgers' Football Cup Tournament at Jodhpur.
- (4) Evan's Football Cup Tournament at Barmer.
- (5) Temperley Football Tournament at Mirpur Khas.
- (6) Stirling Hockey Shield Tournament at Jodhpur.
- (7) Tarleton Football Tournament at Merta Road.
- (8) The Indian Institute Dady Shield Volley-ball Tournament at Jodhpur.

Teams from all the above Institutes took part in these tournaments.

A Football team of the Indian Institute Jodhpur won the Lindsey Cup Football Tournament held at Bandikui.

The Jodhpur Railway Athletic team won the Junior Championship at the Inter-Railway Athletic Sports held at Delhi in March 1936.

CHAPTER VII.

OTHER MATTERS OF INTEREST.

55. Publicity.—No fresh publicity has been entered into. Existing arrangements continue as before.

56. Changes in Stores Procedure.—Except for very specialised items, indents for stores which are not manufactured in India are now placed on the Indian Stores Department instead of being sent to our Consulting Engineers.

57. Inspection by the Senior Government Inspector.—The Senior Government Inspector of Railways inspected the following sections of this Railway during the official year 1935–36:—

Kuchaman Road-Barmer	...	..	267 miles.
Samdari-Raniwara	..	..	95 „
Merta Road-Chilo Junction	..	..	59 „
Degana-Sujangarh	..	..	66 „

The following sections were inspected in detail:—

Jhudo-Pithoro	..	..	64 miles.
Marwar Junction-Phulad	..	..	16 „

The above two sections were opened for public passenger traffic on 1st June 1935 and 4th February 1936 respectively.

58. Lighting Arrangements at Stations.—Raika Bagh, Jodhpur and Mirpur Khas are provided with electric light arrangements. Other important stations, viz., Degana, Merta Road, Luni Junction and Pithoro are provided with Petromax lamps while other way-side stations have oil lamps. Dietz Pioneer type lamps are being standardised for use at such stations.

59. New Economies Effected during the Year as the Result of Job Analysis.—Job analysis has not yet been started on this Railway but a beginning is being made within the next few months.

Mr. R. A. Tarleton, Deputy Loco Superintendent, proceeded to Bombay and Dohad to study Job Analysis as applied on the B. B. & C. I. Railway. He was placed on special duty to investigate and report on this subject. His reports and recommendations have been submitted.

By careful allotment of duties it has been possible to avoid the employment of extra coolies in the Stores Department.

60. Steps Taken to Improve Earnings and to Reduce Expenses.

Loco.—An Instructional Manual has been issued to all footplate staff detailing how best to economise in coal and obtain the maximum efficiency from their engines.

Traffic.—(1) From 1st May, 1935 special rates for "Iron & Steel" division B. were quoted from via Hyderabad (Sind) for traffic from Karachi to certain stations on the Jodhpur Railway and from 7th May, 1935 to via Chilo Junction and via Sujangarh for traffic to certain stations on Bikaner State Railway to compete with the traffic going from Bhavnagar Port.

(2) From 1st May, 1935 special rate for "Marble Ballast or Chips" C. C. O. R. L. was quoted from Makrana to via Hyderabad (Sind) for traffic to Karachi or Kiamari to foster traffic.

(3) From 1st May, 1935 special rates for "Wheat" were quoted from Jodhpur Railway stations in Sind to Bombay via Marwar Junction all rail route in competition with the traffic going via Hyderabad (Sind) and Karachi by rail-cum sea route.

(4) From 15th May, 1935 special rates for "Sugar" were quoted from Khadro to stations on this Railway and from 1st August, 1935 to via Chilo Junction and via Sujangarh to help local Sugar Industry and to enable sugar manufactured at Pritamabad to compete with sugar imported at these markets from mills in the Northern India.

(5) From 1st October, 1935 special rates for "Sugar & Jagree" were quoted from via Kuchaman Road for traffic from certain stations on R. & K. Railway (via Kasganj) to via Chilo Junction and via Sujangarh for traffic to certain stations on Bikaner State Railway to compete with traffic going via Hissar and via Bhatinda.

(6) From 1st October, 1935 special rates for "Cotton Seeds" were quoted from Khadro, Hyderabad (Sind) and via to via Bhatinda, via Hissar, via Chilo Junction, via Sujangarh and via Kuchaman Road for traffic to certain stations on B. B. & C. I. Railway to foster traffic.

(7) From 1st October, 1935 special rates for "Cotton full pressed" were quoted from Jhudo, Digri, Jamesabad, Tando Jam, Tando Alahyar, Mirpur Khas, Patoyun, Jhol and Pithoro to Bombay by all rail routes via Marwar Junction in competition with via Hyderabad (Sind) and Karachi by rail-cum sea route.

(8) From 15th October, 1935 a special through rate for "Pipes, stoneware and earthenware and drainage" was quoted from Jubbulpore and via Jubbulpore (for traffic from Howbagh Jubbulpore) to Jodhpur via Kotah and Kuchaman Road.

(9) From 1st October, 1935 special rates for "Cotton Seed" W/200; O.R. were quoted from Jodhpur Railway stations in Sind to Navsari via Marwar Junction all rail route in competition with via Hyderabad (Sind) and Karachi rail-cum-sea route and these rates were further revised from 1st December, 1935.

(10) From 1st October, 1935 special rates for "Cotton full pressed" O. R. were quoted from Jamesabad, Tando Alahyar, Tando Jam, Jhudo, Patoyun and Jhol to Ahmedabad or Asarva via Marwar Junction all rail route in competition with via Hyderabad (Sind) and Karachi and Bedi Bandar rail-cum-sea cum-rail route.

(11) From 1st December, 1935 Schedule C/M rate in lieu of Schedule C/O rate was introduced for cement, cement tiles and common flooring tiles to increase revenue.

(12) From 1st November, 1935 special rates for "Cotton full pressed" were quoted from Hyderabad (Sind) to Bombay and Ahmedabad or Asarva via Marwar Junction by all rail-route in competition with via Hyderabad (Sind) and Karachi rail-cum-sea route.

(13) From 25th October, 1935 special rate for "Lime stone" C.C;O.R;L. was quoted from Gotan to Rampur via Kuchaman Road. Delhi Serai Rohilla and Ghaziabad to foster traffic and increase revenue, and from 1st February, 1936 this rate was also extended to lime C. C; O. R; L.

(14) From 4th November, 1935 special rates for "Cotton full pressed" were quoted from Mirrani to Bombay and Ahmedabad by all rail-route via Marwar Junction in competition with rail-cum-sea route via Hyderabad (Sind) and Karachi.

(15) From 1st December, 1935 special rates for "Bones" including hoops, horns common and skins scrap W/200; O.R.L; S/4 were quoted from via Chilo Junction and via Sujangarh for traffic from certain Bikaner State Railway stations to via Hyderabad (Sind) for traffic to Karachi to foster traffic.

(16) From 1st January, 1936 Schedule C/S rate for crude oil, gas oil, liquid fuel or Diesel oil and C/U rate for Petroleum dangerous were cancelled and classified rates charged to increase revenue.

(17) From 1st January, 1936 Schedule C. B/C. J. rate for flour includes attah, gram flour, maida and sooji C/200 O. R; was cancelled and rates equal to 1st class was charged to increase revenue.

(18) From 1st January, 1936 the minimum weight condition for ground nuts without shells charged at rates equal to 1st class was increased from C/200 to carrying capacity to increase revenue.

(19) From 1st January, 1936 the terminal charge was enhanced from 2 to 4 pies per maund in local booking on goods chargeable at schedule C/O and C/FF rates to increase revenue.

(20) From 1st January, 1936 the terminal charge was enhanced from 2 to 4 pies per maund on articles chargeable at Schedule C/Q rate in local booking and in through booking with Bikaner State Railway.

(21) From 15th December, 1935 special rates quoted for cotton full pressed from certain Jodhpur Railway stations in Sind to Howrah *via* Kuchaman Road and Idgah Agra *via* all rail route in competition with rail-cum-sea route *via* Hyderabad (Sind) and Karachi, were extended in booking to *via* Howrah for traffic to Fort Gloster and Bauria Cotton Mills at Fort Gloster.

(22) From 15th November, 1935 special rate of 0.25 pie per maund per mile plus 6 pies terminal charge quoted from certain Jodhpur Railway stations in Sind to stations Hanwant to Kuchaman Road and Merta City was extended for Section Luni Junction to Marwar Pali and from 13th January, 1936 for stations Samdari to Sutlana both inclusive, to foster traffic.

(23) From 1st January, 1936 special rates were quoted for stone N. O. C; C. C; O. R; L. from via Jodhpur for traffic from Fedusar Quarry, Fedusar Station and Marwar Massuria to stations on Samdari-Raniwara Section of this Railway were increased by 2 pies per maund to increase revenue.

61. STATISTICAL RESULTS.—Some of the important statistical results are given below:—

COAL CONSUMPTION.

Particulars.	1932—33. lbs.	1933—34. lbs.	1934—35. lbs.	1935—36. lbs.
1. Coal consumption per 1000 gross ton miles (Passenger & proportion of Mixed) ..	149.3	156.5	143.7	147.8
2. Coal consumption per 1000 gross ton miles (Goods & proportion of Mixed) ..	144.8	149.9	139.1	137.5
3. Coal consumption per engine mile (shunting)	24.1	24.9	24.4	25.5

The coal bills during the year under review absorbed 24.88 days' earnings against 23.30 days' gross earnings in the last year.

Average Speed of Trains.

Particulars.	1932—33.	1933—34.	1934—35.	1935—36.
Passenger.	14.5	19.8	20.1	20.4
Mixed.	13.3	13.5	13.4	14.1
Goods (Main line).	11.0	10.8	10.5	9.63
Goods (Branch line).	9.44	9.95	9.34	9.89

Average Train Load (In Terms of 4-Wheelers).

Particulars.	1932—33.	1933—34.	1934—35.	1935—36.
Passenger	21	20	20	18
Goods (Main line)	55	53	53	52
Goods (Branch line)	23	26	26	26

Average Starting Wagon Load.

Particulars.	1932—33.	1933—34.	1934—35.	1935—36.
Coal and Coke	10.6	10.3	9.83	10.2
Heavy Merchandise	8.88	8.62	8.56	8.63
Light Merchandise	2.58	2.43	3.07	4.15

I have the honor to be,
Sir,
Your most obedient servant,

H. G. RAWLINS,
Ag. Manager,
Jodhpur Railway.

Jodhpur Railway

ANNUAL REPORT

1935-36.

SECTION II.

Capital and Revenue Accounts.

(Financial Statements).

JODHPUR GOVERNMENT PRESS.

JODHPUR RAILWAY.

Annual Report for 1935-36.

CONTENTS.

SECTION II.

Financial Statements.

PAGE.

I.—Statement of capital outlay authorised	1
V.—Details of capital expenditure	2
VI.—Estimate of further expenditure on capital accounts ..	3
VII.—Capital accounts—J H. Railway (British Section) ..	4
VIII.—Revenue accounts—	
(a) Jodhpur Railway (Whole System)	5
(b) Jodhpur Railway (J. Section)	6
(c) Jodhpur-Hyderabad Railway (British Section) ..	7
(d) Mirpurkhas-Khadro Section	8
IX.—Summary of working expenses	9

X.—ABSTRACTS OF EXPENDITURE.—

(a) Abstract A—Maintenance of structural works ..	10
(b) „ B—Maintenance and supply of Locomotive power	11—12
(c) „ C—Maintenance and supply of Carriage and Wagon Stock	13
(d) „ E—Expenses of Traffic Department ..	14
(e) „ F—Expenses of General Department ..	15
(f) „ G—Miscellaneous expenses	16

XI.—ABSTRACTS OF EARNINGS.

I.—Coaching Earnings:—

(a) Jodhpur Railway (Whole System)	17
(b) Jodhpur Railway (J. Section)	18
(c) Jodhpur-Hyderabad Railway (British Section) ..	19
(d) Mirpur Khas—Khadro Section	20

II.—Goods Earnings— (All Sections) 21

Earnings by Commodities ... („) 22

III.—Miscellaneous Earnings .. („) 23

XII.—Statement of outstanding earnings	} 24
XIII.—Statement of surplus profits	
XIV.—Net Revenue Accounts Jodhpur-Hyderabad Railway (British Section)	

XV.—Account of total net receipts	} 25
XVI.—Interest Account	
XVII.—Revenue Balance Sheet	
XVIII.—Abstract of returned Stores	
CERTIFICATES	26

No. 1—Statement of Capital outlay Authorised.

No.	Date of Sanction.	Sanctioning Authority.	Nature of Estimate.	Jodhpur Railway.	Jodhpur-Hyderabad Railway (British Section.)	Sind Light Railway.	Total for the System.
				Rs.	Rs.	Rs.	
1240 B/21	10th March 1936	Railway Board.	Total Capital Outlay on final heads as per accounts up to end of the year ending 31st March 1935	4,50,44,379	1,01,52,277	9,15,770	5,61,12,426
			Further Capital Outlay on final heads during the year 1935-36	8,68,275	10,18,336	32,223	19,18,834
			Total	4,59,12,654	1,11,70,613	9,47,993	5,80,31,260
	Sanction awaited.	—Do—	Budget for 1936-37 (final heads) .. ..	..	5,57,300	..	5,57,300
			Budget for 1936-37 (final heads)	9,52,265	..	..	9,52,265
			Budget for 1936-37 (Suspense heads)	—14,744	..	..	—14,744
			Total	4,68,50,175	1,17,27,913	9,47,993	5,95,26,081

No. V.—Details of Capital Expenditure for the year ending 31st March 1936.

Particulars.	Jodhpur Railway.	Jodhpur- Hyderabad Railway (British Section).	SIND LIGHT RAILWAY.	Total Metre- Gauge System.
			Khadro.	
	Rs.	Rs.	Rs.	Rs.
LINES OPEN FOR TRAFFIC.				
I. Structural Engineering work.—				
(1) Preliminary Expenses.. ..	..	..	..	..
(2) Land	178	2,295	..	2,473
(3) Formation .. ..	..	1,468	..	1,468
(4) Bridge work	11,242	1,529	278	13,049
(5) Fencing	2,813	6,000	..	8,313
(6) Electric Telegraph .. ..	..	26	..	26
(7) Ballast and Permanent Way	—96,827	79,472	16,681	—674
(8) Stations and Buildings.. ..	96,029	1,10,354	15,264	2,21,647
(9) Shore Connections for ferry steamers .. ..	..	..	..	..
(10) Plant Construction .. ..	..	..	..	..
Total	12,935	2,01,144	32,223	2,46,302
II. Equipment (plant and furniture needed for equipment of open Line).—				
(1) Plant	10,846	10,118	..	20,964
(2) Stations and Office furniture .. ..	..	..	..	..
(3) Motors, Lorries, Steamers or boats required for general purposes of the Railway but not for public traffic .. ..	..	..	..	..
Total	10,846	10,118	..	20,964
III. Rolling Stock.—				
(1) Rail	5,07,162	..	..	5,07,162
(2) Motor Cars .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total	5,07,162	..	..	5,07,162
IV. General Charges .. ..	..	..	..	..
V. Collieries.—				
(1) Block Account .. ..	..	..	..	..
(2) Plant and Equipment .. ..	..	..	..	..
Less—Amount reduced by Sinking Fund .. ..	..	..	..	..
Net .. ..	..	..	..	..
VI. Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contracts) .. ..	..	..	..	..
Total .. ..	..	..	..	..
VII. Exchange .. ..	..	..	..	..
Total expenditure for the year	5,30,943	2,11,262	32,223	7,74,428
LINES IN COURSE OF CONSTRUCTION				
I. Structural Engineering works.—				
(1) Preliminary Expenses	1	—4,246	..	—4,245
(2) Land	884	1,312	..	2,196
(3) Formation	11,845	1,10,459	..	1,22,304
(4) Bridge work.. ..	23,861	93,766	..	1,17,627
(5) Fencing	1,895	52,789	..	54,684
(6) Electric Telegraph	1,170	5,030	..	6,200
(7) Ballast and Permanent Way	1,59,874	2,74,090	..	4,34,564
(8) Stations and Buildings	1,26,084	2,44,843	..	3,70,927
(9) Shore connections for ferry steamers .. ..	..	..	..	..
(10) Plant Construction .. ..	..	—24,714	..	—24,714
Total	3,25,614	7,53,929	..	10,79,543
II. Equipment (plant and furniture needed for equipment of open Line).—				
(1) Plant	1,132	4,761	..	5,923
(2) Stations and office furniture .. ..	..	10,107	..	10,107
(3) Motors, Lorries Steamers or Boats, etc. .. ..	..	302	..	302
Total	1,132	15,200	..	16,332
III. Rolling Stock.—				
(1) Rail .. ..	..	..	..	..
(2) Motor Cars .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total .. ..	..	..	..	..
IV. General Charges .. ..	..	..	..	..
V. Collieries.—				
(1) Block Account .. ..	..	..	..	..
(2) Plant and equipment .. ..	..	..	..	..
Total .. ..	..	..	..	..
VI. Miscellaneous .. ..	..	..	..	..
VII. Exchange .. ..	..	..	..	..
Total .. ..	..	..	..	..

*No. VI—Estimate of further Expenditure on Capital Account for the
year ending 31st March 1936.*

Particulars.	Total Expenditure from commencement of operations to end of the year on Final heads.			
	Jodhpur Railway.	Jodhpur- Hyderabad Railway (British Section).	SIND LIGHT RAILWAY. Khadro Branch.	Total Metre- Gauge System.
LINE OPEN FOR TRAFFIC MORE THAN TWO YEARS.				
I. Structural Engineering works.—	Rs.	Rs.	Rs.	Rs.
(1) Preliminary Expenses	1,03,246	59,058	3,900	1,66,204
(2) Land	24,035	81,753	..	1,05,788
(3) Formation	12,00,743	6,05,912	64,010	18,70,665
(4) Bridge work	12,84,895	5,86,028	50,670	19,21,593
(5) Fencing	1,90,363	3,11,194	954	5,02,511
(6) Electric Telegraph	47,304	17,514	..	64,818
(7) Ballast and Permanent Way ..	1,28,93,811	37,07,751	6,93,861	1,70,95,423
(8) Stations and Buildings	54,80,418	20,36,488	68,356	75,85,262
(9) Shore Connection for ferry steamers ..	..	..	..	..
(10) Plant Construction	36,190	9,547	3,617	49,354
(11) Purchase price of Jhudo Line .. ..	..	11,48,649	..	11,48,649
Total ..	2,10,61,005	85,63,894	8,85,368	3,05,10,267
II. Equipment (Plant and furniture needed for equipment of open Line).—				
(1) Plant	15,63,254	73,434	4,211	16,40,899
(2) Station and Office furniture. ..	..	..	..	..
(3) Motors, Lorries, Steamers or boats required for general purposes of the Railway but not for public traffic .. ..	..	..	..	..
Total ..	15,63,254	73,434	4,211	16,40,899
III Rolling Stock.—				
(1) Rail	1,72,72,248	..	..	1,72,72,248
(2) Motor Trolley .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total ..	1,72,72,248	..	..	1,72,72,248
IV. General Charges	1,82,703	3,08,804	58,414	5,47,921
V. Collieries.—				
(1) Block Account .. ..	..	..	..	..
(2) Plant and Equipment .. ..	..	..	..	..
Less—Amount redeemed by Sinking Fund ..	..	..	..	..
Net ..	..	..	..	..
VI. Miscellaneous (Interest during Construction and other charges permitted as a debit to Capital in terms of relevant contract) .. ..	..	27,238	..	27,238
VII. Exchange .. ..	..	..	..	..
Total expenditure ..	4,00,79,210	89,71,370	9,47,993	4,99,98,573
LINES IN COURSE OF CONSTRUCTION.				
I. Structural Engineering work.—				
(1) Preliminary Expenses	1,62,004	25,801	..	1,87,805
(2) Land	15,230	1,16,993	..	1,32,223
(3) Formation	9,32,022	2,10,281	..	11,42,303
(4) Bridge work	15,20,047	2,26,452	..	17,46,499
(5) Fencing	36,260	63,810	..	90,070
(6) Electric Telegraph	1,170	5,030	..	6,200
(7) Ballast and Permanent Way	23,53,308	11,77,361	..	35,30,669
(8) Stations and Buildings	5,53,487	2,69,515	..	8,23,002
(9) Shore connections for ferry steamers ..	..	..	..	..
(10) Plant Construction	4,627	22,730	..	27,357
Total ..	55,78,155	21,07,973	..	76,86,128
II. Equipment (Plant and furniture needed for equipment of open Line).—				
(1) Plant	75,190	4,791	..	79,981
(2) Stations and office furniture .. ..	..	10,107	..	10,107
(3) Motor, Lorries, or boat, etc. .. ..	..	302	..	302
Total ..	75,190	15,200	..	90,390
III. Rolling Stock.—				
(1) Rail .. ..	..	..	..	..
(2) Motor Cars .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total ..	..	..	..	..
IV. General Charges	1,80,999	76,070	..	2,56,169
V. Collieries .. ..	..	..	..	..
(1) Block Account .. ..	..	..	..	..
(2) Plant and Equipment .. ..	..	..	..	..
Total ..	..	..	..	..
VI. Miscellaneous .. ..	..	..	..	..
VII. Exchange .. ..	..	..	..	..
Total ..	53,33,444	21,99,243	..	80,32,687
GRAND TOTAL ..	4,59,12,654	1,11,70,613	9,47,993	5,80,31,260

No. VII.—CAPITAL ACCOUNT.

JODHPUR-HYDERABAD RAILWAY.—(*British Section*)

Dr.

Cr.

	Rs.	By—	Rs.
		I.—Structural Engineering Works:—	
		(1) Preliminary expenses ..	59,063
		(2) Land	81,753
To expenditure incurred in India	71,90,393	(3) Formation	6,05,912
		(4) Bridge work	5,86,028
		(5) Fencing	3,11,194
To expenditure incurred in England		(6) Electric Telegraph	17,514
		(7) Ballast and Permanent Way	37,07,849
		(8) Stations and Buildings	20,36,519
		(9) Plant construction	9,547
		(10) Purchase price of Jhudo line	11,48,649
Stores @ 2s a rupee to end of 1926-27 Rs. 15,01,966		II.—Equipment (Plant and furniture needed for equipment of open line):—	
Stores @ 1s. 6d a rupee during 1927-28 Rs. 2,86,784		(1) Plant	73,434
Stores from 1928-29 to 1935-36 Rs. Nil	17,88,750	(2) Stations and Office furniture	
		(3) Motors, Lorries, Steamers or boat, etc.	
Miscellaneous		III.—Rolling Stock:—	
		(1) Rail	
		(2) Motor Cars	
		(3) Ferries	
		IV.—General Charges	3,08,100
To charge for leave and pension allowance	20,522	V.—Collieries;—	
		(1) Block Account	
		(2) Plant equipment	
		Less amount redeemed by sinking fund	
		Net—	
To charge for capitalization of abatement of land revenue.	40,022	VI.—Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contract)	
		Loss by exchange	27,238
		Total	89,72,800
		Suspense Accounts	7,773
		Total	89,80,573
		Less Receipts on Capital Accounts	
		Preliminary Expenses	5
		Ballast and Permanent Way	98
		Stations and Buildings	31
		General charges	1,296
		Total	1,430
		Net Capital Outlay	89,79,143
		Add—Charges for leave and pension allowances	20,522
		Add—Charges for Capitalization of abatement of land revenue	40,022
Total	90,39,687	Total	90,39,687

No VIII.
JODHPUR RAILWAY—(Whole System).
Revenue Accounts for the year ending 31st March 1936.

EXPENDITURE.				EARNINGS.			
Percentage on gross earnings.	Previous year.	Particulars.	Year ending 31st March 1936.	Percentage on gross earnings	Previous year.	Particulars.	Year ending 31st March 1936.
	Rs.		Rs.		Rs.		Rs.
7.63	8,16,955	To Maintenance of Structural works.	8,91,548	7.84		By. I.—Earnings from Coaching Traffic.	
14.15	15,15,198	“ Maintenance and Supply of Locomotive Power ..	16,78,058	14.75		(a) Passenger Traffic.—	
4.51	4,82,930	“ Maintenance of Carriage and wagon Stock ..	5,47,213	4.81	3,33,148	(i) Upper Classes ..	3,84,552
8.81	9,43,632	“ Maintenance and working of Ferry Steamers and harbours ..	9,84,899	8.66	33,55,023	(ii) Third Class ..	36,89,247
5.39	5,77,905	“ Expenses of Traffic Department ..	6,38,105	5.61	5,12,442	(b) Other Traffic ..	5,05,507
6.17	6,61,320	“ Expenses of General Department. ..	6,57,735	5.78	59,60,268	“ II.—Earnings from Goods Traffic.	62,83,299
5.25	5,61,872	“ Miscellaneous Expenses ..	10,11,963	8.90	5,73,430	“ III.—Miscellaneous Earnings ..	5,35,954
1.26	1,34,646	“ Appropriation to Depreciation Fund, or Renewal & replacement expenditure (for Coy. Rys) ..	1,31,307	1.15	1,07,34,311	Total earnings of the System ..	1,13,98,559
..	..	Payment to Worked lines.—	..	..	23,572	Deduct—Refunds of earnings collected.	22,259
..	..	(a) Net earnings ..	..	..	..
..	..	(b) Rebate ..	..	..	..
..	..	(c) Subsidy ..	..	..	..
53.17	56,94,458	Total Working Expenses ..	65,40,828	57.50			
46.83	50,16,281	To Balance net earnings ..	48,35,472	42.50			
100.00	1,07,10,739	Total ..	1,13,76,300	100.00	1,07,10,739	Total Earnings (whole System) ..	1,13,76,300

Dated the 13th June, 1936.

E. E. C. PRICE,
Auditor of Accounts,
Jodhpur Railway.

	Gross Earnings.	Working Expenses.	Net Earnings.
	Rs.	Rs.	Rs.
J. Ry.	75,68,699	40,96,089	34,72,610
J. H. Ry.	..	22,25,894	13,62,662
M. K. B. Ry.	2,18,846	57,538	1,31,307
Total	1,13,76,300	64,09,521	49,66,779

JODHPUR RAILWAY.—(Jodhpur Section)

Revenue Accounts for the year ending 31st March 1936.

EXPENDITURE.				EARNINGS.		
Percentage on gross earnings.	Previous year.	Particulars.	Year ending 31st March 1936.	Percentage on gross earnings.	Previous year.	Year ending 31st March 1936
	Rs.		Rs.		Rs.	Rs.
8·17	5,84,604	To Maintenance of Structural Works..	6,16,271	8·14		
13·88	9,92,909	" Maintenance and Supply of Locomotive Power ..	10,99,475	14·53		
4·42	3,16,464	" Maintenance of Carriage and Wagon Stock ..	3,58,546	4·74	2,02,333	2,27,783
..	..	" Maintenance and Working of Ferry Steamers and harbours..	..	..	22,26,350	23,54,457
8·65	6,18,362	" Expenses of Traffic Department ..	6,45,306	8·53		
5·44	3,88,886	" Expenses of General Department..	4,24,184	5·60	3,63,662	3,54,387
2·53	1,80,644	" Miscellaneous Expenses ..	2,10,995	2·79	38,41,217	42,02,129
4·43	3,16,538	" Appropriation to Depreciation Fund, or Renewal and replacement expenditure (for Coy. Rys) ..	7,41,312	9·79	5,32,934	4,44,334
..	..	Payment to Worked Lines..	..	..
..	..	(a) Net earnings ..	..	..	71,66,496	75,83,090
..	..	(b) Rebate.. ..	..	..
..	..	(c) Subsidy ..	..	..	15,144	14,391
47·52	33,98,407	Total Working Expenses ..	40,96,089	54·12		
52·48	37,52,945	To Balance net earnings ..	34,72,610	45·88		
100·00	71,51,352	Total ..	75,68,699	100·00	71,51,352	75,68,699
					Total Earnings ..	
					Deduct—Refunds of earnings collected..	

Dated the 15th June 1936.

E. E. C. PRICE,
Auditor of Accounts,
Jodhpur Railway.

Dated the 13th. June, 1936.

E. E. C. PRICE,
Auditor of Accounts,
Jodhpur Railway.

MIRPUR KHAS—KHADRO RAILWAY.

Revenue Accounts for the year ending 31st March 1936.

EXPENDITURE.				EARNINGS.		
Percentage on gross earnings.	Previous year.	PARTICULARS.	Year ending 31st March 1936	Percentage on gross earnings.	Previous year.	Year ending 31st March 1936.
	Rs.		Rs.		Rs.	Rs.
8 05	18,065	To Maintenance of Structural works ..	18,848	8 61	By. I.—Earnings for Coaching Traffic.	
10 03	22,511	" Maintenance and Supply of Locomotive Power ..	22,401	10 24	(a) Passenger Traffic	
3 50	7,866	" Maintenance of Carriage and Wagon Stock ..	8,441	3 86	(i) Upper Classes	
		" Maintenance & Working of Ferry Steamers & harbours ..			(ii) Third Class	
6 02	13,509	" Expenses of Traffic Department ..	12,850	5 87	(b) Other Traffic	
3 50	7,850	" Expenses of General Department ..	8,094	3 70	.. II.—Earnings from Goods Traffic ..	
8 90	19,963	" Miscellaneous Expenses ..	16,904	7 72	.. III.—Miscellaneous Earnings	
		" Appropriation to Depreciation Fund or Renewal & replacement expenditure (for Coy. Ryrs). ..			Total Earnings	
		Payment to Worked lines.—			Deduct Refunds of earnings collected ..	
		(a) Net earnings ..			Total Earnings	
		(b) Rebate ..			2,19,946	
		(c) Subsidy ..			1,101	
40 00	89,764	Total Working Expenses ..	87,538	40 00		
60 00	1,34,645	To Balance net earnings ..	1,31,307	60 00		
100 00	2,24,409	Total ..	2,18,845	100 00	Total Earnings	
					2,18,845	

Dated the 13th June, 1936.

E. E. C. PRICE,
Auditor of Accounts,
Jodhpur Railway.

No. IX.

JODHPUR RAILWAY.—(System.)

Summary of working Expenses for the year ending 31st March 1936

	JODHPUR RAILWAY.					JODHPUR-HYDERABAD RAILWAY INCLUDING MIRPURKHAS— KHADRO LINES.					Total for the System.
	I.—General Administra- tion.	II.—Ordinary Repairs and maintenance.	III.—Operat- ing Expenses.	IV.—Renewal and Replace- ments.	Total.	I.—General Administra- tion.	II.—Ordinary Repairs and maintenance.	III.—Operat- ing Expenses.	IV.—Renewal and Replace- ments.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Abstract A ..	1,21,785	4,91,486	..	6,29,742	12,43,013	59,352	2,15,925	..	2,22,831	4,94,108	17,44,121
" B ..	56,276	2,51,785	7,59,414	28,649	11,28,124	45,385	1,34,082	3,99,116	13,419	5,92,002	17,20,126
" C ..	71,566	2,50,773	36,207	82,921	4,41,467	37,644	1,21,939	19,054	34,401	2,23,038	9,64,635
" D ..	..	..	..	..	..	..	..	..	..	..	..
" E ..	85,745	14,890	5,11,671	..	6,45,306	45,124	7,835	2,86,631	..	3,39,593	9,81,879
" F ..	3,51,618	72,536	..	..	1,24,154	1,85,056	28,595	..	..	2,13,921	6,24,105
" G ..	1,70,639	..	10,359	..	2,10,995	89,797	..	3,50,943	..	4,40,740	6,57,735
Total for the system ..	8,87,656	10,87,470	13,79,651	7,11,312	40,93,089	4,62,368	5,18,676	10,61,747	2,70,651	23,13,432	64,69,521

Abstract A.

No. X—Maintenance of Structural Works.

Year ending 31st March 1935.

Year ending 31st March 1936

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
I. GENERAL ADMINISTRATION—						
1.—Management and Control.—						
(a) Salaries—						
83,688	28,847	54,841	(i) Administrative and Executive Officers ..	53,961	28,397	82,358
36,609	9,328	27,281	(ii) Subordinate Supervising staff ..	30,318	11,248	41,566
44,897	15,476	29,421	(iii) Office Staff ..	30,427	15,988	46,415
3,625	1,248	2,377	(b) Travelling and other Compensatory allowances ..	2,679	1,403	4,082
6,559	2,261	4,298	(c) Contingencies	4,400	2,316	6,716
1,75,378	57,160	1,18,218	Total General Administration ..	1,21,785	59,362	1,81,137
II. ORDINARY REPAIRS AND MAINTENANCE—						
1. Structural Works—						
4,14,171	1,03,314	3,07,857	(a) Track (Running lines, siding and yards) ..	3,28,701	1,41,179	4,69,880
11,392	3,651	7,741	(b) Bridges and Tunnels	16,130	3,009	19,139
15,289	8,430	6,859	(c) Service buildings	5,795	10,086	15,881
36,408	9,543	26,865	(d) Residential staff quarters ..	21,765	11,180	32,945
7,775	3,228	4,547	(g) Miscellaneous (Fencing Service, roads, etc.) ..	6,070	5,885	11,955
2. Equipment—						
13,519	4,929	8,590	(a) Engineers' Tools and Plant	8,972	5,076	14,048
2,095	784	1,311	(b) Service Motor Cars and trollies ..	2,626	93	2,719
566	107	459	(c) Furniture and Sundries	226	69	295
20,316	6,195	14,121	(d) Station Machinery (Signals, Turntables, water columns, etc.) ..	14,256	8,020	22,276
..	..	..	(e) Electric installation and wiring and equipments ..	2,506	1,069	3,575
270	..	270	3. Conservancy of rivers .. ..	..	..	..
985	358	627	4. Plantations, nurseries and gardens ..	821	422	1,243
37,169	15,968	21,201	5. New Minor Works	24,894	16,068	40,962
6. Miscellaneous expenses—						
7,406	5,671	1,735	(a) Carriage of Revenue Stores ..	3,583	6,663	10,246
7,624	2,379	5,245	(b) Losses of Cash and Stores ..	989	520	1,509
..	..	..	(c) Other Items .. ..	..	..	..
66,592	7,634	58,958	7. Replacement and renewals of non-wasting assets ..	57,152	6,586	63,738
6,41,577	1,75,191	4,66,386	Total Ordinary Repairs and Maintenance ..	4,94,486	2,15,025	7,10,411
IV.—REPLACEMENT AND RENEWALS—						
1. Structural Works—						
3,65,293	1,64,264	2,01,029	(a) Track Running lines, siding and yards ..	5,86,206	1,64,970	7,51,176
20,517	20,130	378	(b) Bridges and Tunnels and works incidental thereto ..	..	6,576	6,576
1,855	1,940	—85	(c) Service buildings	4,777	1,981	6,758
3,472	1,211	2,261	(d) Residential Quarters	3,351	949	4,300
31,765	13,027	18,738	(e) Station Machinery	19,847	40,287	60,134
..	..	..	(f) Shore connections at Ferries ..	..	..	..
..	..	..	(g) Miscellaneous	3,478	..	3,478
2,208	2,060	148	2. Equipment	12,083	8,068	20,151
4,25,110	2,02,641	2,22,469	Total replacement and Renewals ..	6,29,742	2,22,831	8,52,573
12,42,065	4,34,992	8,07,073	Total Abstract A. ..	12,46,013	4,98,108	17,44,121

Value of stores returned to stock and credited during the year 1935-36 is Rs. 10,638/- (Jodhpur Railway Rs. 9,445/- Jodhpur-Hyderabad Railway Rs. 6,593/-)

Abstract B.

No. X—Maintenance and Supply of Locomotive Power.

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION—			
			I. Management and Control—			
			(a) Salaries—			
26,170	9,021	17,149	(i) Administrative and Executive Officer ..	16,029	8,436	24,465
42,885	14,783	28,102	(ii) Subordinate Supervising Staff ..	32,427	17,065	49,492
48,198	16,613	31,585	(iii) Office Staff	32,378	17,039	49,417
2,416	833	1,583	(b) Travelling and other compensatory allowances	2,148	1,112	3,260
3,610	1,244	2,366	(c) Contingent office expenses	3,294	1,733	5,027
1,23,279	42,494	80,785	Total General Administration ..	86,276	45,385	1,31,661
			II.—ORDINARY REPAIRS & MAINTENANCE—			
			1. Locomotives—			
1,66,623	57,435	1,09,188	(a) Running repairs	1,29,003	67,839	1,96,892
1,52,990	52,736	1,00,254	(b) Workshop repairs (Outturn from manufacture suspense.)	1,16,160	61,129	1,77,289
			2. Rail Motors—			
			(a) Running repairs			
			(b) Workshop repairs			
4,419	1,523	2,896	3. Equipment—			
1,843	635	1,208	(a) Machinery and Tools	3,335	1,755	5,090
512	177	335	(b) Service Motor Cars and trollies ..	1,407	741	2,148
6,897	2,377	4,520	(c) Furniture and Sundries	497	261	758
3,33,284	1,14,883	2,18,401	4. New Minor Works	4,383	2,307	6,690
			Total ordinary repairs and maintenance ..	2,54,785	1,34,032	3,88,867
			III.—OPERATING EXPENSES—			
			1. Running Staff—			
83,837	28,899	54,938	(a) Wages of Locomotive crews	54,777	28,826	83,603
80,900	27,887	53,013	(b) Mileage or Overtime	56,869	29,927	86,796
44,772	15,433	29,339	(c) Shed and yard cleaning and fueling Staff ..	32,381	17,040	49,421
5,852	2,017	3,835	(d) Contingent charges including clothing ..	4,199	2,210	6,409
			2. Fuel—			
			(a) Coal			
			Weight—			
			Tons.			
			51 743			
1,11,795	38,536	73,259	(i) Indian	79,220	41,689	1,20,909
			(ii) Foreign			
			(b) Patent Fuel			
			(c) Oil Fuel—			
			Tons.			
			238			
1,253	432	821	(d) Wood and other—	885	466	1,351
			(e) Freight on Fuel—			
4,59,227	1,58,295	3,00,932	(i) Sea and Foreign Railway	3,34,500	1,76,031	5,10,531
1,06,760	36,800	69,960	(ii) Home Railway	87,623	46,112	1,33,735
6,153	2,121	4,032	(f) Loading and inspection fee on coal ..	4,526	2,382	6,908
1,08,613	37,439	71,174	3. Water wages and Stores	77,116	40,582	1,17,698
23,304	8,033	15,271	4. Oil, tallow and other Stores	15,733	8,280	24,013
			5. Rail Motors—			
			(a) Wages and Overtime of Driver's, etc. ..			
			(b) Fuel			
			(c) Other Expenses			
10,82,466	3,55,892	6,76,574		7,47,829	3,93,545	11,41,374
14,89,029	5,13,269	9,75,760	Carried Over ..	10,88,890	5,73,012	16,61,902

Abstract B.—(Concl'd.)

No. X—Maintenance and Supply of Locomotive Power.

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
10,32,466	3,55,892	6,76,574	Brought Forward ..	7,47,829	3,93,545	11,41,374
..	..	..	6. Payments to other railways—			
..	..	..	(a) Haulage of trains .. ..	..	..	..
..	..	..	(b) Shunting at joint stations .. ..	..	..	..
—1,191	—411	—780	(c) Hire of Locomotives	—1,401	—737	—2,138
			7. Miscellaneous expenses—			
2,660	917	1,743	(a) Carriage of Revenue stores excluding fuel ..	2,984	1,570	4,554
24,160	8,328	15,832	(b) Losses of cash and stores	8,613	4,533	13,146
540	186	354	(c) Other items	389	205	594
10,58,635	3,64,912	6,93,723	Total Operating Expenses ..	7,58,414	3,99,116	11,57,530
			IV.—REPLACEMENT AND RENEWAL—			
			1. Locomotives—			
..	..	..	(a) Workshop charges (Outturn from manufacture suspense).	..	..	..
5,490	1,892	3,698	(b) Direct charges	3,774	1,986	5,760
			2. Boilers—			
..	..	..	(a) Workshop charges .. ..	..	..	..
46,388	14,234	32,154	(b) Direct charges	20,789	9,320	30,109
			3. Rail Motors—			
..	..	..	(a) Workshop charges .. ..	..	..	..
..	..	..	(b) Direct charges .. ..	..	..	..
			4. Equipment—			
10,863	3,623	7,240	(a) Workshop machinery	3,000	1,542	4,542
..	..	..	(b) Other	1,086	571	1,657
62,741	19,749	42,992	Total Replacement and Renewal ..	28,649	13,419	42,068
15,77,939	5,42,038	10,35,901	Total Abstract B ..	11,28,124	5,92,002	17,20,126

Value of stores returned to stock and credited during the year 1935—36 is Rs. 11,186/- (Jodhpur Railway Rs. 7,329/- and Jodhpur-Hyderabad Railway Rs. 3,857.)

Abstract C.

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	Jodhpur Hyderabad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.			
			1. Management and Control.—			
			(a) Salaries:—			
26,170	9,021	17,149	(i) Administrative and Executive Officers ..	16,030	8,435	24,465
37,565	12,949	24,616	(ii) Subordinate supervising staff ..	26,410	13,898	40,308
37,775	13,021	24,754	(iii) Office staff ..	25,247	13,287	38,534
907	312	595	(b) Travelling and other compensatory allowances.	878	444	1,322
3,593	1,239	2,354	(c) Contingent Office expenses ..	3,001	1,580	4,581
1,06,010	36,542	69,468	Total General Administration ..	71,566	37,644	1,09,210
			II.—ORDINARY REPAIRS AND MAINTENANCE.			
			1. Coaching vehicles.—			
6,766	2,332	4,434	(a) Running repairs	13,425	7,064	20,489
1,73,542	59,820	1,13,722	(b) Workshop repairs:—	1,16,906	61,523	1,78,429
18,705	6,448	12,257	(1) Passenger carriages (outturn from manufacture suspense).	12,752	6,710	19,462
			(2) Other Coaching Vehicle			
—27,514	—9,484	—18,030	3. Goods Vehicles.—			
1,19,851	41,312	78,539	(a) Running repairs	16,263	8,558	24,821
5,760	1,965	3,735	(b) Workshop repairs (outturn from manufacture suspense)	82,040	43,174	1,25,214
484	167	317	4. Equipment.—			
5,329	1,837	3,492	(a) Machinery and Tools	3,569	1,878	5,447
3,02,863	1,04,397	1,98,466	(b) Service Motor Cars and Trolleys	513	270	783
			(c) Furniture and Sundries			
			5. New Minor Works	5,305	2,792	8,097
			Total Ordinary Repairs & Maintenance ..	2,50,773	1,31,969	3,82,742
			III.—OPERATING EXPENSES.—			
			1. Inspection of running vehicles.			
37,712	12,999	24,713	(a) Examiners, cleaners, Oilers, etc.	27,581	14,514	42,095
8,955	3,088	5,867	(b) Oil, grease, and other stores	5,905	3,107	9,012
			2. Payments to other Railways.—			
8,089	2,788	5,301	Receipt charges Net.—			
			(a) Hire of Vehicles loaned	12	7	19
1,521	523	998	3. Miscellaneous.—			
17,642	6,081	11,561	(a) Carriage of Revenue Stores	890	469	1,359
138	48	90	(b) Losses of Cash and Stores	1,634	859	2,493
74,057	25,527	48,530	(c) Other Items	185	98	283
			Total Operating Expenses ..	36,207	19,054	55,261
			IV.—REPLACEMENT AND RENEWAL.—			
			1. Coaching vehicles.—			
27,302	7,494	19,808	(a) Workshop charges (Outturn from Manufacture suspense)	49,573	20,461	70,034
			(b) Direct charges			
33,289	10,975	22,314	2. Goods vehicles.—			
13,430	4,475	8,955	(a) Workshop charges (Outturn from Manufacture suspense)	30,348	12,398	42,746
			(b) Direct charges			
74,021	22,944	51,077	3. Equipment —			
5,56,951	1,89,410	3,67,541	(a) Workshop Machinery	3,000	1,542	4,542
			(b) Other			
			Total—Replacement and Renewal ..	82,921	34,401	1,17,322
			Total Abstract C. ..	4,41,467	2,23,068	6,64,535

Value of Stores returned to stock and credited during the year 1935-36 is Rs. ⁵⁰⁰⁷4,500/- (Jodhpur Railway Rs. 3,276/- and Jodhpur-Hyderabad Railway Rs. 1,724/-.)

Abstract D.

Maintenance and working of Ferry Steamers and Harbours—Nil.

Abstract E.

No. X.—Expenses of Traffic Department.

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
I.—GENERAL ADMINISTRATION.—						
1. Management and Control.—						
			(a) Salaries.—			
72,798	25,094	47,704	(i) Traffic Manager, Deputy and Assistants ..	42,163	22,189	64,352
57,612	19,859	37,753	(ii) Subordinate Supervising Staff ..	40,172	21,140	61,312
			(iii) Office Staff ..			
2,748	947	1,801	(b) Travelling and other compensatory allowances ..	2,174	1,144	3,318
2,354	811	1,543	(c) Contingent office expenses ..	1,236	651	1,887
1,35,612	46,711	88,801	Total General Administration ..	85,745	45,124	1,30,869
II.—ORDINARY REPAIRS AND MAINTENANCE.						
			1. Equipment. —			
21,630	7,456	14,174	(a) Office and station furniture and appliances ..	10,081	5,305	15,386
8,513	2,934	5,579	(b) Tarpaulins, wagon covers, etc. ..	4,771	2,511	7,282
263	91	172	(c) Service motor cars (rail and road) and trollies ..	38	19	57
30,406	10,481	19,925	Total ordinary repairs and maintenance ..	14,890	7,835	22,725
III.—OPERATING EXPENSES.—						
			1. Salaries, Wages and Allowances.—			
17,547	6,048	11,499	(a) General operating staff (inspectors, Canvassers, etc.) ..	12,042	6,337	18,379
3,20,375	1,10,433	2,09,942	(b) Station Staff ..	2,23,270	1,17,497	3,40,767
63,409	21,857	41,552	(c) Train Staff ..	42,545	22,389	64,934
28,042	9,666	18,376	(d) Mileage and overtime of train staff ..	19,387	10,202	29,589
16,921	5,833	11,088	(e) Travelling Ticket Examining Staff ..	12,084	6,359	18,443
46,137	15,903	30,234	2. Fires, lights and general stores for stations and sheds.	32,314	17,006	49,320
62,046	21,387	40,658	3. Lighting, Water and general stores in trains ..	54,603	28,735	83,338
12,978	4,474	8,504	4. Clothing ..	5,961	3,137	9,098
35,410	12,206	23,204	5. Stationery, Forms and Tickets ..	23,472	12,352	35,824
49,524	17,071	32,453	6. Expenses on handling, collection and delivery of goods —	32,563	17,136	49,699
..	..	..	(a) Loading and unloading charges ..	..	..	..
918	316	602	(b) Collection and delivery charges ..	1,040	547	1,587
58,727	20,243	38,484	7. Expenses at out-agencies.—	42,591	22,413	65,004
15,140	5,219	9,921	(a) Traffic expenses at joint stations ..	9,893	5,207	15,100
..	..	..	(b) Rent of stations jointly occupied ..	..	..	..
46,294	15,957	30,337	(c) Payment for running powers ..	30,795	16,206	47,001
544	188	356	9. Conference hire and penalty charges on interchanged stock.	1,944	1,023	2,967
..	..	..	10. Compensation for goods, etc., lost or damaged ..	..	..	..
..	..	..	Less—Sale proceeds of unclaimed and damaged goods..	..	..	..
428	148	280	11. Miscellaneous Expenses.—	163	86	249
451	156	295	(a) Carriage of Revenue Stores ..	..	..	..
..	..	..	(b) Losses of Cash and Stores—	..	..	..
2,824	973	1,851	(i) Departmental ..	—854	—450	—1,304
7,77,714	2,65,078	5,02,636	(ii) Of other departments while under transportation.	21	11	32
..	..	..	(c) Sundries ..	837	441	1,278
9,43,632	3,25,270	6,18,362	Total Operating Expenses ..	5,44,671	2,86,634	8,31,305
IV.—REPLACEMENT AND RENEWALS—						
..	..	..	1. Equipment ..	..	..	..
..	..	..	Total Replacement and Renewal ..	..	..	..
9,43,632	3,25,270	6,18,362	Total Abstract E. ..	6,45,306	3,39,593	9,84,899

Value of Stores returned to stock and credited during the year 1935-36 is Rs. 5,814/- (Jodhpur Ry. 3,809/- and Jodhpur-Hyderabad Railway Rs. 2,005/-)

Abstract F.

No. X.—Expenses of General Department

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	Jodhpur Hyder- abad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- abad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
I.—GENERAL ADMINISTRATION.—						
1. London Boards.—						
..	..	..	(a) Board of Directors and staff .. ..	..	..	..
..	..	..	(b) Auditors and Accounts .. ..	..	..	..
..	..	..	(c) Consulting Engineer's and Inspector's fees and allowances .. ..	..	..	..
..	..	..	(d) Office expenses and contingencies .. ..	..	..	..
..	..	..	2. Shares of Secretary of State's General charges .. ..	..	..	..
32,055	11,049	21,003	3. Charges in India for Government supervision, Control and Audit .. ..	..	..	..
..	..	..	4. Leave allowances in England	48,017	25,269	73,286
5. Indian Management and Control.—						
..	..	..	(a) Agent's Office .. ..	..	..	..
38,205	13,169	25,036	(i) Salaries of Administrative and Assistant Officers	24,979	13,145	38,124
34,646	11,943	22,703	(ii) Salaries of Office Establishment	22,315	11,743	34,058
1,129	389	740	(iii) Travelling and other compensatory allowances	824	433	1,257
2,365	815	1,550	(iv) Contingent office expenses	1,867	983	2,850
..	..	..	(b) Accounts and Audit Department.—	..	..	..
51,294	17,681	33,613	(i) Salaries of Gazetted Officers	34,344	18,074	52,418
1,06,727	36,789	69,938	(ii) Salaries of Office establishment	70,053	36,865	1,06,918
..	..	..	(iii) Salaries of outdoor inspection and verification staff	9,207	4,846	14,053
12,475	4,300	8,175	(iv) Travelling and other compensatory allowances	3,198	1,683	4,881
4,483	1,545	2,938	(v) Contingent office expenses	4,013	2,112	6,125
6,654	2,294	4,360	(c) Stores Department .. ..	..	..	..
16,550	5,705	10,845	(i) Salaries of Gazetted staff	10,930	5,752	16,682
11,796	4,066	7,730	(ii) Salaries of subordinate supervising staff	7,772	4,091	11,863
32,798	11,306	21,492	(iii) Salaries of Office establishment	21,595	11,305	32,900
..	..	..	(iv) Travelling and other compensatory allowances	808	426	1,234
1,174	405	769	(v) Contingent office expenses	2,771	1,459	4,230
4,412	1,521	2,891	(vi) Cost of out-door Menial staff	7,052	4,027	11,679
11,037	3,804	7,233	(d) Cash and Pay Department	10,075	5,302	15,377
14,067	4,849	9,218	(e) Medical Department.—	..	..	..
10,769	3,720	7,069	(i) Salaries of Medical and nursing staff	7,544	3,970	11,514
..	..	..	(ii) Salaries of office establishment .. ..	..	..	..
4,954	1,708	3,246	(iii) Travelling and other compensatory allowances	3,324	1,749	5,073
851	293	558	(iv) Contingent expenses	500	283	763
8,514	2,936	5,578	(v) (i) Contribution to Hospital and medicines	5,455	2,871	8,326
387	133	254	(ii) Diet expenses	652	343	946
..	..	..	(f) Telegraph Department.—	..	..	..
..	..	..	(i) Salaries of Superintendents and Assistants .. ..	..	..	..
51,595	17,785	33,810	(ii) Salaries of Signallers and subordinate executive staff	35,326	18,590	53,916
1,767	609	1,158	(iii) Travelling and other compensatory allowances	1,240	652	1,892
563	194	369	(iv) Contingent expenses	322	169	491
..	..	..	(g) Police.—	..	..	..
21,670	7,470	14,200	(i) Contribution to Government for Crime and Order Police .. ..	..	..	..
2,794	960	1,834	(ii) Watch and Ward Establishment	14,606	7,686	22,292
3	1	2	(iii) Contingent expenses	2,382	1,254	3,636
134	46	88	6. Miscellaneous Expenses.—	..	..	..
379	131	248	(a) Carriage of Revenue Stores General Departments	7	3	10
4,86,267	1,67,616	3,18,651	(b) Losses of Cash and Stores	—328	—173	—501
..	..	..	(c) Sundries	198	104	302
..	..	..	Total General Administration	3,51,648	1,85,056	5,36,704
II.—ORDINARY REPAIRS AND MAINTENANCE.—						
1. Telegraphs.—						
87,783	20,024	67,769	(a) Government Telegraph Department for rent, maintenance, etc.	69,198	26,633	95,831
2,656	969	1,687	(b) Direct maintenance wages and Stores	1,616	1,326	2,942
..	..	..	(c) New Minor Works .. ..	..	..	..
1,189	410	779	2. Equipment.—	..	..	..
..	..	..	(a) Furniture and office appliances	1,722	906	2,628
..	..	..	(b) Service motor cars .. ..	..	..	..
91,638	21,403	70,235	Total Ordinary Repairs and Maintenance	72,536	28,865	1,01,401
5,77,905	1,89,019	3,88,886	Total Abstract F... ..	4,24,184	2,13,921	6,38,105

Value of Stores returned to stock and credited during the year 1935-36 is Rs. 206 (Jodhpur Ry. Rs. 135, Jodhpur Hyderabad Ry. Rs. 71.)

Abstract G.

No. X.—Miscellaneous expenses.

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	Jodhpur Hydra- bad Railway (British Section).	Jodhpur Railway.	PARTICULARS.	Jodhpur Railway.	Jodhpur Hydra- bad Railway (British Section)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1.—Law charges.—			
1,227	423	804	(a) Salaries of Railway Legal staff and fees to counsel	764	402	1,166
—131	—45	—86	(b) Cost and other legal expenses	—30	—15	—45
—12	—4	—8	(c) Less cost recovered .. ..	..	..	..
..	..	..	2.—Rents of buildings and lands.—	..	..	..
..	..	..	(a) For residential purposes .. ..	..	..	..
..	..	..	(b) Other .. ..	..	..	..
..	..	..	(c) Interest on capital cost of buildings jointly used	..	..	..
..	..	..	(d) Interest on capital cost of Electric fittings in Bungalows and buildings .. ..	..	..	..
6,000	2,068	3,932	3.—Rates and taxes.—	3,931	2,069	6,000
1,47,478	50,837	96,641	4.—Contributions to Provident Institution.—	1,00,075	52,664	1,52,739
..	..	..	(a) Bonus .. ..	..	..	..
26,441	9,114	17,327	(b) Cost of management if not part of Audit Office..	..	..	..
1,073	370	703	5.—Gratuities.—	28,332	14,910	43,242
..	..	..	(a) For good, efficient and faithful services	3,582	1,885	5,467
..	..	..	(b) Other gratuities .. ..	..	..	..
2,000	689	1,311	6.—Compensation (other than those included in E.III.10)	..	..	..
2,605	898	1,707	7.—Educational grants.—	..	..	..
..	..	..	(a) Net cost of Railway Schools	1,310	690	2,000
..	..	..	(b) Grants in-aid to other Schools	1,703	896	2,599
..	..	..	(c) Fees for training of Officers .. ..	..	..	..
14,243	4,909	9,334	8.—Health and Welfare services.—	..	..	..
..	..	..	(a) Sanitation, conservancy and lighting in Railway colonies and residential areas	10,742	5,653	16,395
..	..	..	(b) (i) Contributions to Hospitals and medicines ..	..	..	..
..	..	..	(ii) Diet charges .. ..	..	..	..
..	..	..	(c) Grants-in-aid for religious purposes .. ..	..	..	..
681	235	446	(d) Grants-in-aid recreation	640	337	977
240	83	157	(e) Miscellaneous	2,524	1,328	3,852
..	..	..	9.—Publicity expenses.—	..	..	..
986	340	646	(a) Advertising (all Departments)	603	317	920
698	241	457	(b) Other expenses	625	329	954
448	154	294	10.—Fire protection of Railway property.—	97	51	148
2,595	894	1,701	11.—Expenses in connection with the Indian Railway Conference Association.—	1,992	1,048	3,040
1,838	633	1,205	12.—Miscellaneous contributions and grants.—	2,686	1,414	4,100
..	..	..	(a) Contribution to Railway Staff Benefit Fund ..	..	..	..
210	74	142	(b) (i) Prize for station gardens	142	74	216
2,707	3,346	6,361	(ii) Contribution to Chamber of Commerce ..	..	..	..
..	..	..	13.—Passage Money.—	1,009	5,793	16,302
..	..	..	14.—Loss or gain caused by the Provident Fund Depositor in Sterling —	—91	—48	—139
2,18,333	75,259	1,43,074	Total General Administration.	1,70,636	89,797	2,60,433
			III.—OPERATING EXPENSES.—			
36,911	12,723	24,188	1.—Indian charges on stores excluding fuel.—	..	..	..
10,732	3,699	7,033	(a) Freight from port or source of supply	27,779	14,618	42,397
..	..	..	(b) Insurance, Port landing, yard and other charges.	7,980	4,200	12,180
..	..	..	(c) Customs duty .. ..	..	..	..
..	..	..	(d) Interest on Jodhpur Railway Stores .. ..	..	..	..
1,920	672	1,248	2.—Catering Department.—	..	..	..
150	54	102	(a) Salaries and wages of catering staff	1,236	666	1,902
..	..	..	(b) Provisions and stores	189	100	289
45	16	29	(c) Wines, etc. .. ..	..	..	..
..	..	..	(d) Miscellaneous charges	23	12	35
1,667	575	1,092	3.—Miscellaneous expenses.—	..	..	..
1,25,975	1,25,975	..	(a) Loss on light and base coins and spurious notes ..	181	95	276
1,84,378	1,84,378	..	(b) Losses of cash earnings in transit .. ..	..	..	..
22,397	22,397	..	(d) Interest on capital cost of:—	..	..	..
37,748	35,138	2,610	(i) Locomotive Engines .. ..	..	1,15,860	1,15,860
19,124	19,124	..	(ii) Vehicles .. ..	..	1,59,511	1,59,511
587	202	385	(iii) Machinery .. ..	..	19,834	19,834
1,517	464	853	(iv) Home line buildings jointly used	1,648	29,552	31,199
..	..	..	(v) Jodhpur Railway Stores .. ..	..	11,798	11,798
..	..	..	(e) Bank Commission	332	175	507
..	..	..	(f) Loss by Exchange .. ..	..	..	..
..	..	..	(g) Miscellaneous	992	522	1,514
4,42,937	4,05,417	37,570	Total Operating Expenses.	40,369	3,56,943	3,97,302
5,61,320	4,80,676	1,80,644	Total Abstract G.	2,10,995	4,46,740	6,57,735

Value of stores returned to stock and credited during the year 1935-36 is Rs. 9/- (Jodhpur Railway 6/- Jodhpur Hyderabad Railway Rs. 3/-).

JODHPUR RAILWAY—(Whole system.)

ABSTRACT I.

No. XI.—Coaching Earnings.

Year ending 31st March 1935.

Year ending 31st March 1936.

Previous year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.	1. Passengers:—	Rs.	Rs.	Rs.	Rs.	Rs.
35,67,368	(a) Full fares	41,127	1,55,957	1,35,897	35,97,526	39,30,507
93,114	(b) Reduced fares:—	4,577	24,144	10,689	66,124	1,05,534
	(i) Return tickets at reduced fares, Week-end and Holidays excursion tickets.					
2,647	(ii) Season and Zone tickets .. ..	..	..	..	1,688	1,688
20,588	(iii) Other description of concession tickets	4,079	3,611	1,564	19,134	28,388
4,454	(c) Military passengers	518	1,824	565	4,775	7,682
	Total	50,301	1,85,536	1,48,715	36,89,247	40,73,799
36,88,171	Previous year	42,122	1,63,262	1,27,764	33,55,023	
37,357	2. Special trains and reserved carriages .. .. .	..	..	..	..	34,409
59,245	3. Passenger's luggage .. .. .	..	..	..	..	64,922
3,23,452	4. Parcels traffic—					
196	(a) Public Parcels .. .. .	..	..	..	..	3,15,075
	(b) Service Parcels .. .. .	..	..	..	..	190
11,765	5. Other Coaching Traffic—					
16,384	(a) Rail and Road Motor Vehicles and Carriages .. .. .	..	..	..	..	15,162
	(b) Sundry .. .. .	..	..	..	..	8,515
Nil.	6. Transport of Post Office Mails—					
42,938	(a) Special postal trains .. .. .	..	..	..	..	Nil.
2,135	(b) Hire and Haulage of postal vans and compartments .. .. .	..	..	..	..	44,290
	(c) Post Office bags and parcels by weight .. .. .	..	..	..	..	2,646
5,269	7. Miscellaneous—Coaching Receipts—					
13,701	(a) Penalties levied for irregular travelling .. .. .	..	..	..	..	6,491
	(b) Sundry .. .. .	..	..	..	..	13,807
42,10,613	Total including refunds					45,79,306
1,983	8. Deduct—					
9	Refunds of earnings collected—					
	(i) Over Charges .. .. .	..	..	..	..	1,491
	(ii) Penalty levied for irregular travelling .. .. .	..	..	..	..	72
1,992	Total Refunds					1,563
41,98,621	Total excluding refunds					45,77,743

* Traffic mileage fares during the year 1935—36 were as under:—

	Pies per mile.
FIRST CLASS.	
From 1 to 150 miles	24
151 miles and over to be added to the charge for 150 miles	18
SECOND CLASS.	
From 1 to 150 miles	12
151 miles and over to be added to the charge for 150 miles	9
INTERMEDIATE CLASS—(Mail) †	
From 1 to 50 miles	6
When travelling for distance over 50 miles—	
From 1 to 300 miles	5
301 miles and over to be added to the charge for 300 miles	4
INTERMEDIATE CLASS—(Ordinary).	
From 1 to 300 miles	5
301 miles and over to be added to the charge for 300 miles	4
THIRD CLASS—(Mail) †	
From 1 to 300 miles	4
301 miles and over to be added to the charge for 300 miles	3
THIRD CLASS (Ordinary).	
From 1 to 50 miles	4
51 miles to 150 miles to be added to the charge for 50 miles	3½
151 miles to 300 miles to be added to the charge for 150 miles	3½
301 miles and over to be added to the charge for 300 miles	2½

† Only 3 Up, 4 down and 1 Up, 2 Down Passenger trains running between Marwar Jn. and Hyderabad (Sind) have, for the present been taken as Mail Trains for levying such fares.

† The basis of third class fares by Mail, for distance upto 50 miles on Marwar Junction-Hyderabad (Sind) Section of Jodhpur Railway is as under:—

From 1 to 50 miles 5 Pies per mile.

Note:—An enhanced mileage charge of 50% of the actual mileage is levied on:—

(1) Makrana—Parbatsar, (2) Pipar Road—Bilara, and (3) Mirpurkhas—Khadro Sections.

JODHPUR RAILWAY.—(Jodhpur Section.)

ABSTRACT I.

No. XI.—Coaching Earnings.—(Continued)

Year ending 31st March 1935.

Year ending 31st March 1936.

Previous year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	1. Passengers:—					
23,95,324	(a) Full fares	33,036	1,16,463	61,590	23,31,772	25,42,861
	(b) Reduced fares—					
12,299	(i) Return tickets at reduced fares, week-end and holidays excursion tickets	1,925	6,923	387	5,031	14,266
730	(ii) Season and Zone tickets .. .. .	..	..	..	732	732
16,730	(iii) Other description of concession tickets	2,865	2,019	641	13,183	18,708
3,591	(c) Military passengers	337	1,188	409	3,739	5,673
	Total	38,163	1,26,593	63,027	23,54,457	25,82,240
24,28,683	Previous year	31,765	1,11,593	58,975	22,26,350	
36,025	2. Special trains and reserved carriages .. .. .	..	..	..	..	29,748
42,149	3. Passenger's luggage .. .. .	..	..	..	..	45,641
	4. Parcels traffic.—					
2,17,488	(a) Public Parcels .. .. .	..	..	..	..	2,13,298
172	(b) Service Parcels .. .. .	..	..	..	..	176
	5. Other Coaching Traffic.—					
8,826	(a) Rail and Road Motor Vehicles and carriages .. .. .	..	..	..	..	11,794
14,761	(b) Sundry .. .. .	..	..	..	..	6,599
	6. Transport of Post Office Mails.—					
Nil.	(a) Special postal trains .. .. .	..	..	..	..	Nil.
31,212	(b) Hire and Haulage of postal vans and compartments .. .. .	..	..	..	..	32,728
809	(c) Post Office bags and parcels by weight .. .. .	..	..	..	..	1,524
	7. Miscellaneous Coaching Receipts.—					
2,969	(a) Penalties levied for irregular travelling .. .. .	..	..	..	..	3,392
9,251	(b) Sundry .. .. .	..	..	..	..	9,487
27,92,345						
					Total including refunds ..	29,36,627
	8. Deduct.—					
	Refunds of earnings collected.—					
1,422	(i) Over Charges .. .. .	..	..	..	..	1,059
9	(ii) Penalty levied for irregular travelling .. .. .	..	..	..	..	62
1,431					Total Refunds ..	1,131
27,90,914					Total excluding refunds ..	29,35,496

* For fares see remarks given in Abstract I for the whole system.

JODHPUR-HYDERABAD RAILWAY.—(*British Section*)

ABSTRACT I.

No. XI.—*Coaching Earnings—(Continued.)*

Year ending 31st March 1935.

Year ending 31st March 1936.

Previous year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	1. Passengers.—					
10,62,865	(a) Full fares	7,976	38,719	69,310	11,53,533	12,69,538
	(b) Reduced fares.—					
73,558	(i) Return tickets at reduced fares, Week-end and holidays excursion tickets	2,584	16,336	9,564	54,185	82,669
978	(ii) Season and Zone tickets ..	..	..	..	488	488
3,783	(iii) Other description of concession tickets	1,214	1,591	902	5,732	9,439
863	(c) Military passengers	181	636	156	1,036	2,009
	Total ..	11,955	57,282	79,932	12,14,974	13,64,143
11,42,047	Previous year	10,116	49,728	63,113	10,19,090	..
1,332	2. Special trains and reserved carriages .. .. .	..	..	..	..	4,661
16,119	3. Passenger's luggage .. .. .	..	..	..	..	18,428
	4. Parcels traffic.—					
1,02,641	(a) Public Parcels .. .. .	..	..	..	..	98,356
24	(b) Service Parcels .. .. .	..	..	..	..	14
	5. Other Coaching Traffic.—					
2,866	(a) Rail and Road Motor Vehicles and carriages .. .. .	..	..	..	..	3,345
1,507	(b) Sundry .. .. .	..	..	..	..	1,785
	6. Transport of Post Office Mails.—					
Nil.	(a) Special postal trains .. .. .	..	..	..	..	Nil.
11,726	(b) Hire and Haulage of postal vans and compartments .. .. .	..	..	..	..	11,562
681	(c) Post Office bags and parcels by weight .. .. .	..	..	..	..	543
	Miscellaneous Coaching Receipts.—					
2,033	(a) Penalties levied for irregular travelling .. .. .	..	..	..	..	2,692
4,209	(b) Sundry .. .. .	..	..	..	..	4,100
12,85,185					Total including refunds ..	15,09,629
	8. Deduct.—					
	Refunds of earnings collected.—					
527	(i) Over Charges .. .. .	..	..	..	..	419
Nil.	(ii) Penalty levied for irregular travelling .. .. .	..	..	..	..	9
527					Total refunds ..	428
12,84,658					Total excluding refunds ..	15,09,201

* For fares see remarks given in Abstract I for the whole system.

JODHPUR RAILWAY—(Mirpurkhas-Khadro Section.)

ABSTRACT I.

No. XI—Coaching Earnings (Concluded).

Year ending 31st March 1935.

Year ending 31st March 1936.

Previous year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,09,179	1. Passengers:—	115	775	4,997	1,12,221	1,18,108
	(a) Full fares					
7,257	(b) Reduced fares:—	68	885	738	6,908	8,599
939	(i) Return tickets at reduced fares, Week-end and Holidays excursion tickets.					
66	(ii) Season and Zone tickets				468	468
Nil.	(iii) Other description of concession tickets ..			21	219	241
	(c) Military passengers	Nil.	Nil.	Nil.	Nil.	Nil.
	Total ..	183	1,661	5,756	1,19,816	1,27,416
1,17,441	Previous year	241	1,941	5,676	1,09,583	
Nil.	2. Special trains and reserved carriages ..					Nil.
977	3. Passenger's luggage					853
	4. Parcels traffic.—					
3,323	(a) Public Parcels					3,421
Nil.	(b) Service Parcels					Nil.
	5. Other Coaching Traffic.—					
73	(a) Rail and Road Motor Vehicles and carriages ..					23
116	(b) Sundry					131
	6. Transport of Post Office Mails.—					
Nil.	(a) Special Postal trains					Nil.
Nil.	(b) Hire and Haulage of postal vans and compartments ..					Nil.
645	(c) Post Office bags and parcels by weight ..					579
	7. Miscellaneous Coaching Receipts.—					
267	(a) Penalties levied for irregular travelling ..					407
241	(b) Sundry					220
1,23,083						
					Total including refunds ..	1,33,050
	8. Deduct.—					
	Refunds of earnings collected.—					
34	(i) Over Charges					1
Nil.	(ii) Penalty levied for irregular travelling ..					
34						
					Total Refunds ..	4
1,23,019					Total excluding refunds ..	1,33,046

* For fares see remarks given in Abstract I for the whole system.

ABSTRACT II.

No. XI.—Goods Earnings.

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
53,472	41,168	11,558	746	1. Fuel.—				
				(a) Coal and Coke.—				
				(1) For the public	48,888	10,591	1,005	60,484
12	6	6	Nil.	(2) For Foreign Railways and Home line Construction ..	7,472	16	..	7,488
50,465	32,552	17,668	245	(b) Oil Fuel	48,910	23,874	208	72,990
23,394	12,607	10,290	497	(c) Firewood and other fuel ..	11,810	12,745	717	25,272
1,27,343	86,333	30,522	1,488	Total ..	1,17,080	47,226	1,928	1,66,234
55,10,415	35,16,568	19,05,425	97,422	2. General Merchandise	37,57,005	18,29,283	82,094	56,68,382
5,599	3,843	1,756	..	3. Military Traffic.. ..	4,730	2,101	..	6,831
9,882	9,034	786	62	4. Live Stock	17,303	709	85	18,097
8,218	6,472	1,746	Nil.	5. Railway Materials (Other than Coal and Coke).—				
87,814	56,125	31,394	295	(a) For Foreign Railways ..	10,944	2,220	..	13,164
				(b) For Home Line Construction ..	97,502	70,273	519	1,68,294
				6. Service, Maintenance, Materials and Stores				
				(a) Coal and Coke.—				
1,26,769	1,13,369	13,400	..	(i) For Locomotive Department.	1,35,848	16,952	..	1,52,800
..	..	..	..	(ii) For other Departments ..	..	..	..	..
..	..	..	..	(b) Oil Fuel .. ..	..	..	..	..
57,142	39,940	16,250	952	(c) General Stores and Materials ..	50,716	17,668	821	69,205
59,42,182	38,31,684	20,10,279	1,00,219	Total ..	41,91,128	19,86,432	85,447	62,63,007
				7. Miscellaneous Goods Earnings.—				
1,612	455	1,122	35	(a) Demurrage	687	281	135	1,103
16,474	9,078	6,593	803	(b) Wharfage and storage ..	10,314	8,841	34	19,189
..	..	..	..	(c) Sundries .. ..	..	..	..	..
18,086	9,533	7,715	838	Total ..	11,001	9,122	169	20,292
59,60,268	38,41,217	20,17,994	1,01,057	Total Including Refunds ..	42,02,129	19,95,554	85,616	62,83,299
				8. Deduct.—				
				(a) Refunds of earnings collected.—				
16,280	10,218	5,569	493	(i) Over charges	13,153	6,327	1,097	20,577
..	..	..	..	(ii) Demurrage, Wharfage and Storage .. ..	..	..	..	..
16,280	10,218	5,569	493	Total Refunds ..	13,153	6,327	1,097	20,577
59,43,988	38,30,999	20,12,425	1,00,564	Total excluding Refunds ..	41,88,976	19,89,227	84,519	62,62,722

No. XI.— ABSTRACT II—(Concluded.)

Statement showing earnings from Goods Traffic for the year ending 31st March, 1936.

Name of Commodities	Jodhpur Railway.	Jodhpur Hyderabad Railway.	Mirpurkhas Khadro Railway.	Total for the system exclu- ding refund and remission.
	Rs.	Rs.	Rs.	Rs.
<i>Fuel—</i>				
Coal and Coke and Patent fuel—				
For the public	48,888	10,591	1,005	60,484
For Foreign Railways and Home Line construction.	7,472	16	..	7,488
Total ..	56,360	10,607	1,005	67,972
<i>Oil fuel</i>	48,910	23,874	206	72,990
<i>Firewood and Other fuel</i>	11,810	12,745	717	25,272
<i>Heavy Merchandise—</i>				
Rice in the husk	520	8,639	67	9,226
Rice not in the husk	62,357	1,13,829	6,634	1,82,850
Gram and Pulse	3,72,058	94,980	244	4,67,282
Wheat	1,23,926	2,45,760	25,688	3,95,374
Jawar and Bajra	28,314	24,217	1,420	53,951
Other grains	77,525	11,475	220	89,220
Marble and stone	3,75,153	8,159	166	3,83,478
Salt	1,89,842	20,687	450	2,10,979
Sugar, refined and unrefined	1,11,729	32,311	2,069	1,46,109
Wood unwrought	30,577	11,375	1,189	43,141
Metallic Ores	17	10	..	27
Oil seeds	4,08,616	1,79,711	4,852	5,93,179
Cotton raw, pressed	3,35,453	2,72,902	6,154	6,14,509
Petrol (in bulk)	80,257	38,365	..	1,18,622
Kerosine oil (in bulk)	21,274	7,842	..	29,116
Molasses (in bulk) .. .. .	..	..	..	..
Total heavy merchandise ..	22,17,648	10,70,262	49,153	33,37,063
<i>Light Merchandise—</i>				
Cotton raw unpressed	1,667	2,06,314	4,260	2,12,241
Cotton manufactured	1,33,178	47,024	1,293	1,81,495
Fodder	52,592	6,215	102	58,909
Fruits and vegetables fresh	41,453	13,229	403	55,085
Gur, Jagree, Molasses, etc. (not in bulk)	1,66,431	6,913	267	1,73,611
Jute Raw	132	51	..	183
Iron and steel wrought	1,55,768	74,745	3,953	2,34,466
Kero-sine Oil (in tins)	1,11,362	48,964	762	1,61,088
Petrol (in tins)	24,236	12,045	41	36,322
Tobacco	60,380	24,932	362	85,674
Provisions	1,32,792	58,624	1,883	1,93,299
Manures (all kinds)	344	70	..	414
Total light merchandise ..	8,80,325	4,99,126	13,326	13,92,777
<i>Other Commodities</i>	6,45,879	2,53,568	18,518	9,17,965
Total General Merchandise ..	38,60,932	18,70,182	82,925	58,14,039
<i>Military traffic</i>	4,730	2,101	..	6,831
<i>Live Stock</i>	17,303	709	85	18,097
<i>Railway Materials</i>	1,08,446	72,493	519	1,81,458
<i>Materials and Stores on Revenue Accounts—</i>				
Fuel	1,35,845	16,952	..	1,52,800
General stores and materials	50,716	17,668	821	69,205
Total ..	1,89,564	34,620	821	2,22,005
Total all Commodities ..	41,77,075	19,80,105	84,350	62,42,430

ABSTRACT III.

No. XI.—Miscellaneous Earnings.

Year ending 31st March 1935.

Year ending 31st March 1936.

Total.	J. Ry.	J.H.Ry.	M.K.B. Ry.	Particulars.	J. Ry.	J.H.Ry.	M.K.B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
14,105	10,824	2,669	612	1. Electric Telegraph Earnings ..	10,354	2,423	529	13,306
				2. Rents and Tolls:—				
26,182	19,500	6,671	11	(a) Residential buildings ..	15,112	4,745	..	19,857
741	533	208	..	(b) Other buildings and rooms ..	792	190	..	982
4,590	3,089	1,411	90	(c) Land	3,208	1,151	141	4,500
..	..	..	..	(d) Tolls on bridges ..	..	..	..	..
31,513	23,122	8,290	101	Total Rents ..	19,112	6,086	141	25,339
..	..	..	..	3. Receipts from Catering Department:—				
..	..	..	..	(a) Meals and refreshment in rooms and Cars ..	..	..	..	..
..	..	..	..	(b) Sales of Stores and Wines ..	..	..	..	..
..	..	..	..	(c) Sundry receipts ..	..	..	..	..
..	..	..	..	Total receipts Catering Department ..	..	..	..	..
22,131	14,358	7,773	..	4. Overhead charges and profits recovered on sales of Stores and work done in workshops ..	18,904	9,938	..	28,842
5,685	3,887	1,798	..	5. Unclaimed and unpaid wages and salaries ..	7,184	3,669	..	10,853
48	32	16	..	6. Sundry receipts;—				
..	..	..	..	(a) Advertisement fee ..	94	47	..	141
—16	—11	—5	..	(b) Fees on share transfer, etc. ..	..	..	..	..
14,981	10,056	4,842	83	(c) Excess in cash ..	29	14	..	43
19,124	19,124	..	..	(d) Other unclassified receipts ..	11,866	7,050	596	19,512
22,397	22,397	..	..	(e) Interest on capital cost of J. Ry. Stores ..	11,798	..	..	11,798
..	..	..	..	(f) Interest on capital cost of J. Ry. Machinery ..	19,834	..	..	19,834
1,25,975	1,25,975	..	..	(g) Interest on capital cost of electric light plant jointly used..	..	..	..	..
1,84,378	1,84,378	..	..	(h) Interest on capital cost of Locomotives ..	1,15,860	..	..	1,15,860
36,929	35,133	1,791	..	(i) Interest on capital cost of Vehicles. ..	1,59,511	..	..	1,59,511
..	..	..	..	(j) Interest on capital cost of buildings. ..	29,552	1,647	..	31,199
				(k) Sale proceeds of unclaimed goods. ..	1,290	717	14	2,021
4,03,816	3,97,089	6,644	83	Total Sundry Receipts ..	3,49,834	9,475	610	3,59,919
96,180	83,654	12,526	..	7. Credits on account of released materials from replacement and renewals ..	38,946	58,749	..	97,695
5,73,430	5,32,934	39,700	796	Total miscellaneous earnings including refunds ..	4,44,334	90,340	1,280	5,35,954
..	..	..	..	8 Deduct:—				
5,800	3,495	1,805	..	(1) Rents and Tolls ..	2	1	..	3
5,800	3,495	1,805	..	(2) Sundry receipts ..	105	11	..	116
5,68,130	5,29,439	37,895	796	Total refunds ..	107	12	..	119
				Total excluding refunds ..	4,44,227	90,328	1,280	5,35,835

JODHPUR RAILWAY.

No. XII.—Statement of Outstanding Earnings for the year ending 31st March 1936.

				Outstanding on		Reasons for out-standing.
				Last day of year.	Date of preparation of this statement 12-6- 936.	
				Rs.	Rs.	
Due From construction accounts	..	..	..	..	..
.. .. Government.	{ Postal Department		..	..	..
	{ Civil		..	452	69	Payment awaited.
	{ Military		..	..	..
	{ Telegraph		..	267	240	Acceptance awaited.
.. .. Public Companies and Traders	..	..	..	..	..
.. .. Other Railways	..	..	..	620	617	} Payment awaited.
.. .. Stations outstanding	..	..	..	2,04,292	31,999	
.. On account of Carriage of Revenue Stores.—						
.. From Engineering Department	..	..	..	4,521	139	} Acceptance awaited.
.. .. Locomotive	..	..	..	..	..
.. .. Carriage and Wagon	..	..	..	..	..
.. .. Traffic	..	..	..	1,664	1,619	
.. .. Stores	..	..	..	..	..
.. .. Medical	..	..	..	..	..
.. .. Sundries	..	..	..	..	..
Total	..	..	..	2,11,816	34,683	..

No. XIII. Statement of Surplus profits for the year ending 31st March, 1936.

Nil—

JODHPUR-HYDERABAD RAILWAY—(British Section)—

No. XIV.

Net Revenue Account for the year ending 31st March 1936.

Dr.				Cr.
To Interest on Capital Outlay	..	Rs. 4,60,376	By net earnings of the year as per form No. VIII	Rs. 13,62,862
Balance, being surplus profits	..	9,02,486	.. Balance, being net—	..
Total	..	13,62,862	Total	13,62,862

Memo. showing how the above interest has been arrived at:—

Interest to date as per Appendix A. of the Finance Accounts for 1935-36	..	Rs. 82,68,070
Deduct:—Interest to end of 31st March 1935 as per statement No. XVI of the previous year's account	..	78,07,694
Interest for the year ending 31st March, 1936	..	4,60,376

JODHPUR-HYDERABAD RAILWAY.—(*British Section*).XV.—*Account of total Net Receipt.*

<i>Dr.</i>			<i>Cr.</i>
To Net earnings to end of previous year	Rs. 1,78,11,710	By amount outstanding at debit of Traffic Account .. .	Rs. 2,31,171
To Net earnings for current year.	13,62,862	By Amount outstanding at debit of Revenue Suspense .. .	..
To amount of Demands payable at end of year .. .	85,206	By Amount of Net receipts ..	1,90,28,607
To Foreign Railways .. .	..	
Total ..	1,92,59,778	Total ..	1,92,59,778

No. XVI.—*Interest Account.*

<i>Dr.</i>			<i>Cr.</i>
To Amount of Net Receipts from Account No. XV .. .	Rs. 1,90,28,607	By Interest to end of previous year.	Rs. 78,07,694
To Balance excess of interest on Capital on net receipts.. .	..	„ Interest during current year ..	4,60,376
		„ Balance of net Receipts in excess of Interest of Capital Account.	1,07,60,537
Total ..	1,90,28,607	Total ..	1,90,28,607

No. XVII.—*Revenue Balance Sheet.*

<i>Dr.</i>			<i>Cr.</i>
To Demands payable .. .	Rs. 85,206	By Traffic Account .. .	Rs. 2,31,171
„ Deposits .. .	..	„ Deposits Private, Companies ..	..
„ „ unpaid wages .. .	..	„ Miscellaneous Advance .. .	..
„ „ Fines .. .	..	„ Cash .. .	..
„ Foreign Railways .. .	..	„ Surplus Profits Paid to Company .. .	..
„ Net Revenue Account ..	1,91,74,572	„ Government .. .	1,90,28,607
Total ..	1,92,59,778	Total ..	1,92,59,778

No. XVIII.—*Abstract of Returned Stores.*—Nil.

JODHPUR RAILWAY.

(Metre Gauge System.)

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section) and Sind Light Railway, for the year ending 31st March, 1936, are correct and have been prepared strictly in accordance with the orders in force.

E. E. C. PRICE,
AUDITOR,
Jodhpur Railway.

Jodhpur, dated the 13th June, 1936.

H. G. RAWLINS,
Ag. MANAGER,
Jodhpur Railway.

Certificate respecting the Permanent way, etc.,

I hereby certify that the whole of the Permanent way, Stations, Buildings, Telegraphs, etc. have, during the past year, been maintained in good working condition and repair.

R. J. BAUMGARTNER,
Ag: Manager,
Jodhpur Railway.

Jodhpur, dated the 7th April, 1936.

E. E. V. TEMPERLEY MAJOR,
Chief Engineer,
Jodhpur Railway.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair.

R. J. BAUMGARTNER,
Ag: Manager,
Jodhpur Railway.

Jodhpur, Dated the 7th April, 1936.

J. H. STIRLING,
Loco. and Carriage Superintendent,
Jodhpur Railway.

I hereby certify that the Permanent way, Structures at stations, Signalling and Interlocking, Level crossings, Sub-ways, Bridges, Engines, Rolling stock, Machinery and plant, have been during the year ending 31st March 1936, maintained by the Railway in good working order and repair for the public carriage of Passengers.

Lahore,
Dated, the 17th April, 1936.

E. B. N. TAYLOR,
Senior Govt. Inspector of Railways,
Circle No. 4.

JODHPUR RAILWAY

ANNUAL REPORT

1935-36

SECTION III

Analysis of Working

(Statistical Statements).

TABLE OF CONTENTS.

SECTION III

ANALYSIS OF WORKING.

Headings.	Number of Statement.	Page No.
Statements of Rolling Stock—		
„ „ Locomotives	1	1
„ „ Coaching stock	3	2-5
„ „ Goods stock	5	6-7
Mileage statement	8	8
Statement of Description of Railway worked	9	9
„ „ Passenger revenue statistics	12	9-11
„ „ Goods revenue statistics	13	12-13
„ „ Revenue earnings and expenses	14	14
Results of working	15	15
Statement of Ton mileage	16	
„ „ Train and engine mileage	17	16
„ „ Engine hours	18	17
„ „ Vehicle and wagon miles	19	18
„ „ Running of trains and speed of goods trains	20	19
„ „ Shunting and light running	21	20
„ „ Engine usage	22	
„ „ Load of trains	23	21
„ „ Vehicles and wagons and their usage	24	
„ „ Density of traffic	25	22
„ „ Repairs of Rolling stock	26 (a)	
„ „ Cost of Repairs and maintenance of Rolling stock	26 (b)	23
„ „ Coal consumption	27 (a)	
„ „ Coal consumption by classes of services	27 (b)	24
„ „ Efficiency	28	
„ „ Commodities	29	25
Working Expenses Tables A to G.	30	26-31
„ „ „ A to G. (Summary)	30	
Statement of Oil consumption	31	
„ „ Electric train performance	32	
„ „ Steam Coach, Rail motor and Internal Combustion coach performances	33	

No. 1.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1936.—LOCOMOTIVES—Metre Gauge.

NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SERVICEABLE ORDER AT THE END OF THE YEAR (vide COLUMN 24).				NUMBER OF AUTHORISED AND SERVICEABLE LOCOMOTIVES AT THE END OF THE PREVIOUS YEAR.						CHANGES IN THE SANCTIONED AUTHORISED LOCOMOTIVES DURING THE YEAR.						CHANGES IN SERVICEABLE LOCOMOTIVES DURING THE YEAR.									
Tender.	Tank.	Total.	Class.	Tractive effort in lbs. of each locomotive.	Gross weight of engine and tender in working order of each locomotive.	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
						Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 7-8-9+10).	Additions to authorised stock sanctioned by the Railway Board.	Reductions in authorised stock sanctioned by the Railway Board.	Authorised stock at the end of the year (=Columns 7+12-13).	A authorised new stock not constructed at the end of year. (=Columns 8+12-6) reduction in stock not yet constructed (Column 8).											
1		3																							
..	3	3	T×15"	15,541	4488	3				3			3												
..	1	1	E×11"	6,657	3046	1				1			1												
7	..	7	E×13"	8,450	3970	5			2	7			5												
10	..	10	F×14"	9,685	4275	12				12			12												
2	..	2	F×14"	11,780	..	..				..			..			
12	..	3	E×14"	7,700	4597	..				..			..				
		5	E×14"	8,975	4700	12				12			12												
0	..	0	Q×13"	9,430	5006	..				..			..				
11	..	11	N×15"	8,351	4700	6				6			6												
21	..	21	P×15"	13,922	6225	11				11			11												
10	..	10	P×15"	12,518	6440	21				21			21												
10	..	10	MS×16"	15,957	6525	10				10			10												
10	..	10	SP×16"	14,291	6580	10				10			10												
5	..	5	HG(A)×16"	19,584	8031	5				5			5												
6	..	6	HG(B)×17"	20,825	8050	0				0			0												
3	..	3	HG(O)×17"	20,825	8025	3				3			3												
Total:—103	4	107	..	..	..	105	..	..	2	107	..	..	105	..	..	..	..	..	..	..	..	..	107	..	2

N.B.—There are eight spare boilers on this Railway. 4 Q Class Engines lent to Udaipur-Chitgarh Ry. from 29-1-36.

No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH 1936—Coaching Stock—(Metre Gauge.)

Description of coaching stock in serviceable order at the end of the year (vide column 24.)	Total seats by classes.						Number of authorised and serviceable stock at the end of the previous year.							Changes in the sanctioned authorised stock during the year.							Changes in serviceable stock during the year.							Authorised stock at the end of the year (=Column 10+20-23+25-26)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Average weight in tons of each description of vehicle.	Berths.			Intermediate	Third.	1	2	3	4	5	6	7	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Column 7-8-9+10)	Additions to authorised stock sanctioned by Railway Board.	Reductions in authorised stock sanctioned by Railway Board.	Authorised stock at the end of the year (=Column 7+12-13.)	Authorised new stock not constructed at the end of the year (=Column 8+12-13)-Reduction in stock not yet constructed (column 8.)	New additions (against columns 8 & 12.)	Replacements (against columns 9 & 20.)	Increase.	Decrease.	Transfer between classes or groups.		Authorised list.			Replaced list.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		First.	Second	Seats.																									20	21	22	23	24	25	26																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
T Y P E .	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
1. Passenger Carriages—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

(ii) Composite passenger carriages carrying both accommodation and goods are included in the total of 4-wheeled.

(ii) Composite passenger carriages excluding those fitted with brake-van or mail accommodation.—		8-10	33	40	..	..	9	1	1	10	..	1	..	..	10	..	..
Composite 1st and 2nd Class 4-wheeled.		23-40	36	78	..	24	6	..	..	6	..	..	..	..	6	..	..
" " " " Bogie		22-50	28	53	153	20	6	1	..	7	..	2	..	..	7	..	..
" I, II, & Inter Class Bogie		20-86	78	80	307	450	20	..	..	20	..	..	..	..	20	..	..
" I, II, Inter: & III "		6-61	..	6	13	..	1	..	1	1	..	..	..	..	2	..	1
" 2nd & Inter Class 4-wheeled		22-33	..	..	138	..	3	..	..	3	..	..	..	..	3	..	..
" Inter with Kitchen Compt: Bogie..		20-49	..	..	124	172	4	2	..	4	..	2	..	..	4	..	..
" & Third Class Bogie		10-61	..	..	..	317	7	..	..	7	..	..	..	..	7	..	..
" Third with water and Kitchen		..	175	260	795	983	56	3	..	1	54	2	..	..	58	..	1
" Campt. Bogie		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(iii) Composite passenger carriages with brake-van or mail accommodation—		6-17	..	..	..	86	4	..	..	4	..	..	..	..	4	..	..
Intermediate class carriages with brake compartments or brake-van.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ Non-ambulance }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 4-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 6-wheeled }		20-97	..	..	..	2,644	45	1	..	44	2	..	..	..	47	..	..
{ Bogie }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ Ambulance— }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 4-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ Bogie }		15-41	..	..	..	816	14	2	..	14	2	..	..	..	16	..	..
Third and 1, 1, 1, Mail Vans Bogie		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total		..	..	..	..	3,546	63	1	..	62	4	..	..	..	67	..	..
(iv) Military cars		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 4-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 6-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ Bogie }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(v) Dining cars		22-77	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 4-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 6-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ Bogie }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(vi) Saloons—Royal & State		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 4-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 6-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ Bogie }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(vii) Reserved carriages for use of public.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 4-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ 6-wheeled }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ Bogie }		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total passenger carriages		..	216	348	1,107	10,753	251	7	3	247	9	2	268	1	200	..	3

No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1936.—Coaching Stock.—Metre Gauge.—(Concluded.)

Description of stock (vide column 24).	Total seats by classes.				Number of authorised and serviceable stock at the end of the previous year.						Changes in the sanctioned authorised stock during the year.						Changes in serviceable stock during the year.										Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 9+20-17-stock written off out of column 9).	Stock replaced but still running on the line at the end of the year (=Columns 10+22-23).
	Average weight in tons of each vehicle	Berths.			Seats.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 7-8-9+10).	Additions to authorised stock sanctioned by Railway Board.	Reductions in authorised stock sanctioned by Railway Board.	Authorised stock at the end of the year (=Columns 7+12-13).	Authorised new stock not constructed at the end of the year (=Columns 8+12-16) - reduction in stock not yet constructed (column 8).	New additions (against column 8 & 12).	Replacements (against column 9 and 20).	Increase.	Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock i.e. stock referred to in column 10 condemned or sold.	Serviceable stock at the end of the year (= Columns 11+16+17+18-19-20-21-23+22).					
		First.	Second.	Intermediate.																				Third.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26			
2. Other coaching vehicles—																												
(i) Luggage and brakes and brake-vans with mail accommodation excluding those forming part of composite passenger carriages.																												
(ii) Brake vans fitted with Mails (Newspaper letter sorting) ..																												
(iii) Mails (Newspaper, letter sorting) ..																												
(iv) Carriage and Motor vans ..	7.03																											
(v) Horse vans ..	7.56	32																										
(vi) Luggage vans ..	7.80																											
(vii) Miscellaneous (excluding departmental)—																												
Fruit-vans ..	17.50																											
Bogie ..																												
4-wheeled ..	8.25																											
8-wheeled ..																												
Bogie ..	19.62																											
Total other coaching vehicles ..		216	348	1,107	10,763	287	36						30											30				
Total coaching vehicles (excluding departmental).													294	1	13		2	2						208	3			

No. 8.—MILEAGE STATEMENT FOR THE YEAR 1935—36.

Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.				MILEAGE OPENED DURING THE YEAR 1935—36.						ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1936.						Classification.	MILEAGE WORKED ON FOREIGN RAILWAYS.	
			Single line.	Double line.	Trebble lines, etc., as detailed in foot-note.)	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	Section.	Miles.	Whether the Mileage opened is single, double or treble, etc., or siding.	Traffic for which opened.	Jodhpur Railway	Jodhpur Darbar.	British Govt.	Sind Light Ry. Co.	Sanctioned but not commenced.	Miles.	Section.	Miles.			Proportion of work completed on 31st March 1936.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
Jodhpur Railway ..	3'-3½"	24—0—82	767-05	767-05	767-05	103-89	13-26	884-20	Marwar Junction-Phulad.	15-69	..	All	Jodhpur Railway	Jodhpur Darbar.	J. Ry.	(b) 49	Indian State line.
Jodhpur-Hyderabad Railway— (British Section) ..	3'-3½"	18—8—02	238-52	..	..	238-52	238-52	46-01	4-04	289-47	Jhundo-Pithoro.	64-11	..	All	Jodhpur Railway	British Govt.	..	..	..	..	..	State line.	..	..
Mirpurkhas-Khadro Railway ..	3'-3½"	1—1—12	49-50	..	..	49-50	49-50	3-49	(a) 1-50	54-49	..	..	..	..	..	Sind Light Ry. Co.	..	..	..	..	..	Line subsidized by the Govt. of India.	..	..
Total ..	..	..	1,055-07	..	..	1,055-07	1,055-07	153-39	19-70	1,228-16	..	79-80	..	..	..	..	..	49	..	..	..	..	..	..

SUMMARY OF THE MILEAGE OF JODHPUR RAILWAY ON 31ST MARCH 1936.

Classification.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1936.				TRACK MILEAGE OPEN ON THE 31ST MARCH 1936.				ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1936.			
	Single Line.	Double, treble, etc, lines as the case may be.	Total.	Running track.	Sidings.	Total.	Route mileage opened during the year 1935-36.	Sanctioned but not commenced.	Under construction.	Sanctioned but not commenced.	Under construction.	Sanctioned but not commenced.
1. Total State-owned Railways— 3'-3 1/2" gauge ..	2	3	4	5	6	7	8	9	10	11	12	13
2. Total Other Railways— 3'-3 1/2" gauge ..	238-52	..	238-52	238-52	50-95	289-47	64-11	..	..	..	..	..
3. Total by gauges— 3'-3 1/2" gauge ..	816-55	..	816-55	816-55	122-14	938-69	15-60	..	49	..	..	..
4. Total by gauges— 3'-3 1/2" gauge ..	1,055-07	..	1,055-07	1,055-07	173-09	1,228-16	79-80	..	49	..	..	..
5. GRAND TOTAL ..	1,055-07	..	1,055-07	1,055-07	173-09	1,228-16	79-80	..	49	..	..	..

(a). Increase is due to more sidings laid.
(b). 1. Bilara-Jaitaran .. 16 Miles.
2. Phalodi-Pokaran .. 33 Miles.

Statement No. 9—Description of Railway Worked.

Item.	Heading.	Gauge.
		3'—3 3/4".
9-01	Mean mileage worked Miles.	1,033.73
9-02	Number of stations No.	161
9-02(a)	Number of block-huts, branch booking offices and out-agencies No.	Nil
9-03	Total length of the following gradients—	
	(a) 1/50 and less Miles.	0.51
	(b) 1/51 to 1/80 "	Nil.
	(c) 1/81 to 1/100 "	1.55
	(d) 1/101 to 1/200 "	236.14
	(e) 1/201 to 1/300 "	72.23
	(f) Total "	310.43
9-04	Steepest gradient worked—	
	(a) Length Miles	0.51
	(b) Inclination "	1 in 50
9-05	Maximum degree of curvature and radius—	
	(a) Degree of curvature "	8°
	(b) Radius in feet "	716'
9-06	Ratio of curve to total length of line (expressed as a percentage.)	8.57
9-07	Average amount of curvature per mile .. Degrees	11.3°

No. 12—Statement of Passenger Revenue Statistics.

Item.	Heading.	Amount or Number.
	Passenger originating on Home line whether Local or Foreign (in hundreds)—	
12-01	1st Class	2,3
12-02	2nd „	24,7
12-03	Inter „	151,8
12-04	3rd „	3,900,2
12-05	Total (12-01 to 12-04)	4 079,0
12-06	Other traffic all classes	368,7
12-07	Total Items (12-05 and 12-06)	4,447,7

No. 12.—Statement of Passenger Revenue Statistics.

Item,	Heading.						Amount or Number.
	Number of passengers carried (in hundreds)—						
12·08	1st Class	..	..	..	..	..	3,7
12·09	2nd „	..	..	..	..	..	32,9
12·10	Inter „	..	..	..	..	..	157,0
12·11	3rd „	..	..	..	..	..	4,254,1
12·12	Total (12·08 to 12·11)	..	..	..	..	..	4,447,7
	Passenger miles (in thousands)—						
12·13	1st Class	..	..	..	..	..	428
12·14	2nd „	..	..	..	..	..	3,218
12·15	Inter „	..	..	..	..	..	5,735
12·16	3rd „	..	..	..	..	..	187,903
12·17	Total (12·13 to 12·16)	..	..	..	..	..	197,284
	Average number of miles a passenger was carried—						
12·18	1st Class	..	..	..	..	..	115·15
12·19	2nd „	..	..	..	..	..	97·78
12·20	Inter „	..	..	..	..	..	36·52
12·21	3rd „	..	..	..	..	..	44·17
12·22	Total	..	..	..	..	..	44·36
	Earnings from passengers carried including refunds (in thousands)						
12·23	1st Class	..	..	..	..	..	50
12·24	2nd „	..	..	..	..	..	1,86
12·25	Inter „	..	..	..	..	..	1,49
12·26	3rd „	..	..	..	..	..	36,89
12·27	Total (12·23 to 12·26)	..	..	..	..	..	40,74
	Average rate (in pies) charged per passenger per mile—						
12·28	1st Class	..	..	..	..	..	22·57
12·29	2nd „	..	..	..	..	..	11·07
12·30	Inter „	..	..	..	..	..	4·98
12·31	3rd „	..	..	..	..	..	3·77
12·32	Total	..	..	..	..	..	3·96
12·33	Total parcel earnings including refunds (in thousands)	..	..	..	..	..	3,15
12·34	Other miscellaneous coaching earnings including refunds (in thousands)	..	..	..	..	..	1,90
12·35	Total other coaching earnings (Item 12·33 to 12·34)	..	..	..	..	..	5,05
	Total coaching earnings (in thousands)—						
12·36	Total including refunds	..	..	..	..	..	45,79
12·37	Refunds	..	..	..	..	..	1
12·38	Total excluding refunds	..	..	..	..	..	45,78

No. 12.—Statement of Passenger Revenue Statistics.—(concl'd.)

Item.	Heading.					Number carried.	Earnings.
						No.	Rs.
	Number of and earnings from passengers carried on the system—						
	FULL FARES—						
12-39	1st ..	..	..	..	..	2,939	41,127
12-40	2nd ..	..	..	..	..	22,836	1,55,957
12-41	Inter..	..	..	..	..	135,736	1,35,897
12-42	3rd ..	..	..	..	..	4,079,556	35,97,526
12-43	Total (Items 12-39 to 12-42)					4,241,067	39,30,507
	SEASON AND ZONE TICKETS—						
12-44	1st ..	..	..	..	..	..	..
12-45	2nd ..	..	..	..	..	..	..
12-46	Inter..	..	..	..	..	..	..
12-47	3rd ..	..	..	..	..	2,088	1,688
12-48	Total (Items 12-44 to 12-47)					2,088	1,688
	OTHER TRAFFIC CARRIED AT LESS THAN FULL FARES						
12-49	1st ..	..	..	..	..	777	9,174
12-50	2nd ..	..	..	..	..	10,074	29,579
12-51	Inter..	..	..	..	..	21,300	12,818
12-52	3rd ..	..	..	..	..	172,402	90,033
12-53	Total (Items 12-49 to 12-52)					204,553	1,41,604
	TOTAL TRAFFIC..						
12-54	1st ..	..	..	..	..	3,716	50,301
12-55	2nd ..	..	..	..	..	32,910	1,85,536
12-56	Inter..	..	..	..	..	157,036	1,48,715
12-57	3rd ..	..	..	..	..	4,254,046	36,89,247
12-58	Total (Items 12-54 to 12-57)					4,447,708	40,73,799

Number of and earnings from passengers carried on the system by zones excluding military passengers and passengers holding season tickets for the year 1935-36.

Item.	Zones.		1-50 Miles.				51-150 Miles				151-300 Miles.				Over 300 Miles.				Total.		
	Class.	No.	Percentage of total.		Amount.	Percentage of total.		Amount.	Percentage of total.		Amount.	Percentage of total.		Amount.	Percentage of total.		Amount.				
12-59	1st	1,087	29'50	Rs.	3,817	7'84	1,772	48'09	Rs.	20,050	41'22	218	5'91	5,214	10'72	608	16'50	19,564	40'22	3,685	48,645
12-60	2nd	16,985	51'93	23,625	13'10	9,575	29'27	53,085	29'43	965	2'95	10,490	5'81	5,186	15'85	93,200	51'66	32,711	1,80,400		
12-61	Inter	129,705	82'65	70,320	48'30	24,308	15'49	52,424	36'00	818	0'52	4,006	2'75	2,104	1'34	18,859	12'95	156,935	1,45,609		
12-62	3rd	3,197,899	75'13	13,60,718	37'27	911,784	21'45	15,31,719	41'96	73,499	1'73	2,67,981	7'34	71,925	1'69	4,90,353	13'43	4,250,107	36,50,771		
12-63	Total	3,340,676	75'18	14,58,460	36'23	947,439	21'32	16,57,278	41'17	75,500	1'70	2,87,691	7'15	79,823	1'80	6,21,976	15'45	4,443,438	40,25,425		

No. 13.—Statement of Goods Revenue Statistics.

Item.	Heading.	Amount or Number In thousands.
	Tons originating on Home line (whether local or Foreign)	
13-01	Coal for the public	479
13-02	Coal for foreign Railways and Home line construction ..	30
13-03	Coal for Home Line	4,216
13-04	Grain and oil Seeds	153,473
13-05	Other commodities (including other revenue stores) ..	811,588
13-06	Total (Items 13-01 to 13-05)	969,786
13-07	Other Traffic	388,235
13-08	Total (items 13-06 and 13-07)	1,358,021
	No. of tons carried (in thousands)	
13-09	Coal for the public	23
13-10	Coal for Foreign Railways and home line construction ..	5
13-11	Coal for Home line	60
13-12	Grain and Oil Seeds	258
13-13	Other commodities (including other revenue stores) ..	1,012
13-14	Total (Items 13-09 to 13-13).	1,358
13-15	Actual number of tons carried on the system (in thousands) ..	1,358
13-16	No. of tons terminating (in thousands)	923
13-17	No. of tons of cross traffic (in thousands)	151
	Net ton miles (in thousands)---	
13-18	Coal for the public	4,984
13-19	Coal for Foreign Railways and Home line construction ..	670
13-20	Coal for Home line	13,922
13-21	Grain and Oil Seeds	50,265
13-22	Other commodities (including other revenue stores) ..	98,875
13-23	Total (Items 13-18 to 13-22)	168,716
	Average miles a ton of goods was carried ---	
13-24	Coal for the Public	222
13-25	Coal for foreign Railways and Home line construction ..	131
13-26	Coal for Home Line	231

No. 13—Statement of Goods Revenue Statistics.—(concluded.)

Item.	Heading.	Amount or Number.
13·27	Grain and Oil Seeds	195
13·28	Other commodities (including other revenue stores) ..	98
13·29	Total coal excluding coal for Home line	205
13·30	Total goods including coal	124
	Earnings from Goods carried including refunds (in thousands)—	
13·31	Coal for the public	60
13·32	Coal for Foreign Railways and Home line construction ..	8
13·33	Coal for Home line	1,53
13·34	Grain and Oil Seeds	17,91
13·35	Other commodities (including other revenue stores) ..	42,51
13·36	Total (Items 13·31 to 13·35)	62,63
	Average rate (in pies) charged for carrying a ton of goods one mile.—	
13·37	Coal for the public	2·33
13·38	Coal for Foreign Railways and Home line construction ..	2·14
13·39	Coal for Home line	2·11
13·40	Grain and Oil Seeds	6·84
13·41	Other commodities (including other revenue stores) ..	8·26
13·42	Total coal excluding coal for Home line	2·31
13·43	Total Goods including coal	7·13
13·44	Total other goods earnings including refunds (in thousands)—	20
	Total goods earnings (in thousands)—	
13·45	Total including refunds	62,83
13·46	Refunds	20
13·47	Total excluding refunds	62,63
13·48	Total electric telegraph earnings (in thousands) ..	13
13·49	Total sundry earnings excluding refunds (in thousands) ..	5,22
13·50	Total gross earnings excluding refunds (in thousands) ..	1,13,76
	Steam-boat earnings (already included in respective coaching and goods earnings) (excluding refunds, etc., in units)—	
13·51	Coaching .. .. .	..
13·52	Goods .. .. .	..
13·53	Total .. .. .	..

No. 14.—Statement of Revenue Earnings and Expenses Rated Against
Selected Units for the year 1935-36.

Item.	Heading.	Percentage or Amount.	Remarks.
	FINANCIAL RESULTS.		
14.01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and Partly open i. e., on the revenue earning mileage Percent	* 9.75	* J. Ry. 8.47 J. H. Ry. 15.18 M. K. B. Ry. 13.85
14.02	Percentage of net earnings on paid-up capital Percent	..	
	OUTLAY, EARNINGS AND EXPENSES. (EXCLUSIVE OF STEAMBOAT EARNINGS AND EXPENDITURE ON THE MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS)—		
14.03	Capital outlay per route mile Rs.	48,270	J. Ry. 53,453 J. H. Ry. 37,645 M.K.B. Ry. 19,151
14.04	Gross earnings (in thousands of rupees) .. Rs.	1,13,76	
14.05	Gross earnings per mean mile worked .. Rs.	11,005.10	
14.06	Gross earnings per mean mile worked per week Rs.	210.48	
14.07	Gross earnings per train mile Rs.	5.54	
14.08	Total working expenses (in thousands of rupees) Rs.	64,09	
14.09	Working expenses per mean mile worked per week	118.59	
14.10	Working expenses per train mile Rs.	3.12	
14.11	Net earnings (in thousands of rupees) .. Rs.	49,67	
14.12	Net earnings per mean mile worked Rs.	4,804.72	
14.13	Net earnings per train mile Rs.	2.42	
14.14	Cost per 1,000 gross ton-miles (including weight of engines) Rs.	8.52	
14.15	Percentage of total working expenses on total earnings Percent	56.34.	
14.16	Percentage of total working expenses on total earnings excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores. Percent	56.07	
	(INCLUSIVE OF STEAMBOAT EARNINGS AND EXPENDITURE ON THE MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS)—		
14.17	Percentage of total working expenses on total earnings Percent	56.34	

No. 15.—Results of Working.

Item.	Heading.	Amount or percentage.
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.		
15.01	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and Sundry earnings Rs.	58,73,686
15.02	Proportions dividing expenditure in ratio of gross ton mileage— Coaching Rs.	22,88,763
15.03	Goods Rs.	35,84,923
COACHING TRAFFIC.		
15.04	Coaching earnings per train mile Rs.	4.65
15.05	Cost of hauling a passenger train one mile Rs.	2.32
15.06	Profit on Working a passenger train one mile Rs.	2.33
15.07	Earnings per coaching vehicle per mile Pies.	42.10
15.08	Cost of hauling a passenger vehicle one mile Pies.	21.05
15.09	Profit on Working a passenger vehicle one mile Pies.	21.05
GOODS TRAFFIC.		
15.10	Goods earnings per train mile Rs.	5.85
15.11	Cost of hauling a goods train one mile Rs.	3.35
15.12	Profit on Working a goods train one mile Rs.	2.50
15.13	Earnings per goods vehicle per mile (excluding brakes). Pies.	28.51
15.14	Cost of hauling a goods vehicle one mile Pies.	16.32
15.15	Profit on Working a goods vehicle one mile Pies.	12.19
15.16	Cost of hauling a goods unit (viz., one ton one mile) Pies.	4.08
15.17	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of $\frac{4}{2}$ per cent per annum, Rs 13,98,751) Pies.	5.67
15.18	Profit on Working a goods unit (viz. one ton one mile) Pies.	3.05

No. 16.—Statement of ton Mileage.

Item.	Heading.	Number in thousands.
16.01	Net or freight ton miles (goods and proportion of mixed) excluding traffic carried in departmental train- $\frac{1}{2}$	151,142
16.02	Gross ton miles (including weight of engine and departmental).— Passenger and proportion of mixed	209,846
16.03	Goods and proportion of mixed	322,330
16.04	Gross ton miles (including weight of engine but excluding departmental).— Passenger and proportion of mixed	268,284
16.05	Goods and proportion of mixed	380,795
16.06	Total gross ton miles (including weight of engine and departmental).— Passenger and proportion of mixed	268,726
16.07	Goods and proportion of mixed	420,909

No. 17.—Statement of Train and Engine Mileage.

Item.	Heading.	Number in Thousands.
	TRAIN MILES:—	
17.01	Passenger	493
17.02	Goods—	
	(a) Main line	439
	(b) Branch line	36
	(c) Total	475
17.03	MIXED—	
	(a) Passenger proportion	489
	(b) Goods proportion	488
	(c) Total	977
17.04	Passenger and proportion of mixed	982
17.05	Goods and proportion of mixed	963
17.06	Total (Items 17.04 to 17.05)	1,945
17.07	Departmental—	
	(a) Passenger and total mixed	3
	(b) Goods	107
	(c) Total [Items 17.07 (a) to 17.07 (b)]	110
17.08	SHUNTING MILES—	
	Passenger and proportion of mixed—	
	(a) Shunting engines	28
	(b) Train engines	59
	(c) Total	87
	Goods and proportion of mixed—	
	(d) Shunting engines	212
	(e) Train engines	72
	(f) Total	284
17.09	OTHER ENGINE MILES—	
	Passenger and proportion of mixed—	
	(a) Assisting required	3
	(b) Assisting not required	6
	(c) Light	7
	(d) Total 'Other' [Items 17.09 (a) to 17.09 (c)]	16
	Goods and proportion of mixed—	
	(e) Assisting required	7
	(f) Assisting not required	4
	(g) Light	17
	(h) Siding	7
	(i) Total 'Other' [Items 17.09 (e) to 17.09 (h)]	35
17.10	Departmental (including shunting)—	
	(a) Passenger and total mixed .. .. .	..
	(b) Goods—Engineering	7
	(c) Total Goods	105
	(d) Total Departmental [Items 17.07 (c) 17.10 (a) and (c)]	215
17.11	TOTAL ENGINE MILES—	
	(a) Traffic engine miles—	
	(i) Passenger and proportion of mixed	1,085
	(ii) Goods and proportion of mixed	1,283
	(b) Total including departmental [17.10 (d) 17.11 (a) (i)&(ii)]	2,583

No. 18.—Statement of Engine Hours.

Item.	Heading.	Amount or Number in hundreds.
18·01	Train hours—Traffic Service;—	
	(a) Passenger proportion.. ..	25,1
	(b) Mixed trains;—	
	(i) Passenger proportion	35,0
	(ii) Goods proportion	34,9
	(iii) Total	69,9
	(c) Goods trains;—	
	(i) Main line	42,7
	(ii) Branch line	3,7
	(iii) Total	46,4
18·02	Shunting hours—Traffic Service.—	
	(a) Passenger and proportion of mixed	17,3
	(b) Goods and proportion of mixed	56,9
18·03	Other engine hours—Traffic Service.—	
	(a) Passenger and proportion of mixed	33,2
	(b) Goods and proportion of mixed	47,0
	(c) Siding engine hours	1,0
18·04	Total engine hours—Traffic Service.—	
	(a) Passenger and proportion of mixed	110,6
	(b) Goods and proportion of mixed (including siding)	186,2
18·05	Departmental engine hours —	
	(a) Passenger and total mixed	4
	(b) Goods	32,0
	(c) Total	32,4
	(d) Mixed—Passenger proportion	1
	(e) Mixed—Goods proportion	1
18·06	Total engine hours [18·04 (a) & (b) 18·05 (c)]	329,2
18·07	Percentage of train engine hours to total engine hours —	
	(a) Passenger and proportion of mixed train engine hours to total engine hours (passenger and proportion of mixed)	54
	(b) Goods and proportion of mixed train engine hours to total engine hours (Goods and proportion of mixed)	37

No. 19—Statement of Vehicle and Wagon Miles.

Item.	Heading.				Number in thousands or percentage.
19-01	Passenger Trains.—				
	(a)	Coaching vehicles..	..	..	8,859
	(b)	Other vehicles ..	..	..	247
	(c)	Total..	..	..	9,106
19-02	Mixed Trains (Passenger proportion)—				
	(a)	Coaching vehicles..	..	..	11,462
	(b)	Other vehicles ..	..	..	279
	(c)	Total..	..	..	11,741
19-03	Total passenger and proportion of mixed.—				
	(a)	Coaching vehicles ..	..	..	20,321
	(b)	Other vehicles ..	..	..	526
	(c)	Total ..	..	..	20,847
19-04	Goods Trains.—				
	(i) Main lines.—				
	(a)	Loaded ..	..	..	15,802
	(b)	Total ..	..	..	22,871
	(c)	Percentage loaded of Total..	..	..	69.1
	(ii) Branch lines.—				
	(a)	Loaded ..	..	..	586
	(b)	Total ..	..	..	955
	(c)	Percentage loaded of total..	..	..	61.3
19-05	Mixed trains (goods proportion only) —				
	(a)	Loaded ..	..	..	10,001
	(b)	Total ..	..	..	13,346
19-06	Grand total (Goods including proportion of mixed)—				
	(a)	Loaded ..	..	..	26,389
	(b)	Total ..	..	..	37,172
	(c)	Percentage loaded of total ..	..	..	71.0
19-07	Departmental.—				
	(a)	Passenger and total mixed ..	..	..	39
	(b)	Goods ..	..	..	5,006
	(c)	Total ..	..	..	5,045
19-08	Brake Vans.—				
	(a)	Passenger and total mixed ..	..	..	1,014
	(b)	Goods ..	..	..	686
	(c)	Total ..	..	..	1,700

No. 20—Statement of Running of Trains and Speed of Goods Trains

Item	Heading.	Number.	
		Railway's own trains.	
	Running of Passenger and mixed trains (Traffic)—		
	(a) Mail and important through trains—		
20·01	Total number of trains run	1,830	
20·02	Number of trains not losing time	1,684	
20·03	Percentage of trains not losing time	92·0	
20·04	Average time table speed	20·4	
	(b) Suburban trains—		
20·05	Total number of trains run .. .. .	....
20·06	Number of trains not losing time .. .. .	....
20·07	Percentage of trains not losing time .. .. .	....
20·08	Average time table speed .. .. .	....
	(c) Mixed trains—		
20·09	Total number of trains run	13,717	
20·10	Number of trains not losing time	12,300	
20·11	Percentage of trains not losing time	89·7	
20·12	Average time-table speed	14·1	
	(d) Other passenger trains—		
20·13	Total number of trains run	1,647	
20·14	Number of trains not losing time	1,399	
20·15	Percentage of trains not losing time	84·9	
20·16	Average time-table speed	16·9	
	Average speed of goods trains—		
	Through goods trains—		
	Train miles per train engine hour—		
20·17	Main lines	13·4	
20·18	Branch lines	8·74	
20·19	Total	12·9	
	All goods trains—		
	Train miles per engine hour—		
20·20	Main lines	9·63	
20·21	Branch lines	9·89	
20·22	Total	9·65	

No. 21—Statement of Shunting and Light Running.

Item.	Heading.	Number.
21.01	Passenger and Proportion of mixed (excluding departmental)— Shunting miles per 100 train miles	8.82
21.02	Light engine miles per 100 train miles	0.68
21.03	Light and assisting not required miles per 100 train miles ..	1.35
21.04	Goods and proportion of mixed (excluding departmental) Shunting engine miles per 100 train miles	29.5
21.05	Light engine miles per 100 train miles	1.81
21.06	Light and assisting not required miles per 100 train miles ..	2.27

No. 22—Statement of Engine Usage.

AVERAGE NUMBER OF ENGINES—		
22.01	Authorised stock	105
22.02	On line	106
22.03	Under or awaiting repair	9
22.04	Available for use	97
ACTUAL NUMBER IN GOOD REPAIR STORED.—		
22.05	Maximum number in any one month	Nil
22.06	Minimum number in any one month	Nil
AVERAGE NUMBER IN USE DAILY ON.—		
22.07	Passenger service	10
22.08	Mixed Service	31
22.09	Goods service	13
22.10	Departmental service	7
22.11	Shunting including siding	10
22.12	Total	71
22.13	Spare	26
22.14	Maximum number in use on any one day	82
ENGINE MILES PER DAY.—		
22.15	Per passenger engine	136
22.16	Per mixed engine	100
22.17	Per goods engine	104
22.18	Per engine in use	100
22.19	Per engine on the line	66
NET TON MILES.—		
22.20	Per goods locomotive day on the line	6,452
22.21	Per goods locomotive day in use	10,892
22.22	Hours worked per day per engine available for use	9.27

No. 23—Statement of Loads of Trains.

Item.	Heading.	Number or Tons
AVERAGE TRAIN LOAD (EXCLUDING DEPARTMENTAL TRAINS.)		
Passenger trains—		
23-01	No. of vehicles (in terms of four-wheelers) .. No.	18
Passenger including proportion of mixed—		
23-02	Gross weight (including weight of engine) .. Tons.	273
Goods Trains—		
Main lines—		
23-03	Loaded wagons per train (in terms of four-wheelers) No.	36
23-04	Total wagons per train (in terms of four-wheelers) No.	52
23-05	Percentage loaded of total	69.2
Branch lines—		
23-06	Loaded wagons per train (in terms of four-wheelers) No.	16
23-07	Total wagons per train (in terms of four-wheelers) No.	26
23-08	Percentage loaded of total	61.5
Goods and proportion of mixed (main and Branch lines)—		
23-09	Net or freight weight Tons.	156
23-10	Gross weight (including weight of engine)	393
23-11	Gross weight (excluding weight of engine)	335
No. 24—Statement of Vehicles and Wagons and their usage.		
Coaching Stock—		
Average authorised stock (in units)—		
24-01	Passenger Carriages No.	254
24-02	Other coaching vehicles No.	87
Average number on the line—		
Passenger Carriages—		
24-03	In units No.	249
24-04	In terms of four-wheelers No.	426
Other coaching vehicles—		
24-05	In units No.	26
24-06	In terms of four-wheelers No.	33
24-07	Vehicle miles per vehicle day Miles.	121
Goods stock—		
24-08	Average authorised stock (in units) No.	2,412
Average number of wagons owned—		
24-09	In units No.	2,359
24-10	In terms of four-wheelers No.	2,576
24-11	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers) No.	2,688
Average wagon load—(In terms of four-wheelers)		
Starting load—		
24-12	Coal and coke (including revenue coal and coke) .. Tons.	10.2
24-13	Heavy merchandise	8.63
24-14	Light merchandise	4.15
During the run—		
24-15	All traffic Tons.	5.73
24-16	Wagon miles per wagon day in terms of four-wheelers. Miles.	36.29
24-17	Net ton miles per wagon day in terms of four-wheelers Miles.	154

No. 25.—Statement of Density of Traffic.

Item.	Heading.	Number.
	Passenger Miles per annum—(including departmental)	
25·01	Per running track mile	188,666
25·02	Per route mile	188,666
	Net ton Miles per annum— (including departmental).	
25·03	Per running track mile	159,910
25·04	Per route mile	159,910
	Gross ton miles per annum—(including departmental and weight of engine)	
25·05	Per running track mile	653,639
25·06	Per route mile	653,639
25·07	Train miles per running track mile per day—(including departmental).	5·32
	No. 26 (a).—Statement of Repairs of Rolling Stock.	
	ENGINES—	
	Average number under or awaiting repairs daily—	
	In mechanical workshops—	
26(a)·01	Number	3
26(a)·02	Percentage of item 26(a)·01 to average total number on the line.	2·80
	In sheds and transportation workshops—	
26(a)·03	Number	6
26(a)·04	Percentage of item 26(a)·03 to average total number on the line.	5·66
	COACHING STOCK—	
	Average number under or awaiting repairs daily (in units)—	
	In Mechanical Workshops—	
26(a)·05	Passenger carriages No.	23
26(a)·06	Other coaching vehicles No.	3
26(a)·07	Percentage of item 26(a)·05 to average total number on the line.	9·24
26(a)·08	Percentage of item 26(a)·06 to ditto ditto ..	11·5
	In sick lines and transportation Workshops—	
26(a)·09	Passenger carriages No.	1
26(a)·10	Other coaching vehicles No.	Nil
26(a)·11	Percentage of item 26(a)·09 to average total number on the line.	0·44
26(a)·12	Percentage of item 26(a)·10 ditto ditto ..	Nil
	GOODS STOCK—	
	Average Number of unserviceable wagons daily (in terms of four-wheelers)—	
	In mechanical Workshops—	
26(a)·13	Number	44
26(a)·14	Percentage of item 26(a)·13 to average number on the line daily.	1·64
	In sick lines and transportation Workshops—	
26(a)·15	Number	7
26(a)·16	Percentage of item 26(a)·15 to average number on the line daily	9·26
	Average number of Hot boxes—(monthly)	
26(a)·17	Coaching	1
26(a)·18	Goods	14
26(a)·19	Coaching hot boxes per 10,000,000 vehicle miles	7·18
26(a)·20	Goods hot boxes per 1,000,000 wagon miles	3·78

No. 27-(a)—Statement of Coal Consumption (Continued.)

	Fuel consumed by locomotives—					
27(a)·01	Foreign Coal	..	..	..	Tons.	..
27(a)·02	Indian Coal	..	..	..	"	51,197
27(a)·03	Wood	..	..	..	"	238
27(a)·04	Oil fuel	..	..	..	"	..
27(a)·05	Total (in terms of coal)	..	..	..	"	51,292
	Fuel consumed for all other purposes, such as, for pumping engines, workshops, steamers, etc.—					
27(a)·06	Foreign coal	..	..	..	"	..
27(a)·07	Indian coal	..	..	..	"	3,508
27(a)·08	Wood	..	..	..	"	..
27(a)·09	Oil fuel	..	..	..	"	..
27(a)·10	Total (in terms of coal)	..	..	..	"	3,508
	Total fuel consumed—					
27(a)·11	Foreign coal	..	..	..	"	..
27(a)·12	Indian coal	..	..	..	"	54,705
27(a)·13	Wood	..	..	..	"	238
27(a)·14	Oil fuel	..	..	..	"	..
27(a)·15	Total (in terms of coal)	..	..	..	"	54,800

No. 27-(a) Statement of Coal Consumption (Concluded.)

Item.	Heading.	Amount or Number.
	Average cost per ton (at pit's mouth or station of supply)— Rs.	
27(a)·16	Foreign coal .. .. .	..
27(a)·17	Indian coal	2·94
27(a)·18	Wood	5·00
27(a)·19	Oil fuel .. .. .	..
	Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives)—	
27(a)·20	Foreign coal .. .. .	..
27(a)·21	Indian coal	15·2
27(a)·22	Wood	5·00
27(a)·23	Oil fuel .. .. .	..

No. 27. (b) Statement of Coal Consumption by Classes of services.

27(b)·01	Passenger and total mixed— Total tons of coal consumed	Tons.	28,258
27(b)·02	Passenger and proportion of mixed— lbs. of coal consumed per 1,000 gross ton miles	lbs.	147·8
27(b)·03	Goods— Total tons of coal consumed	Tons.	14,230
27(b)·04	Goods and proportion of mixed— lbs. of coal consumed per 1,000 gross ton miles	lbs.	137·5
27(b)·05	Shunting including siding (all services)— Total tons of coal consumed	Tons.	2,803
27(b)·06	lbs. per engine mile	lbs.	25·5
27(b)·07	Departmental— Total tons of coal consumed	Tons.	4,234
27(b)·08	Total tons of coal used on all locomotive services	Tons.	51,292
27(b)·09	Fuel consumed for other than locomotive purposes— Water pumping stations	Tons.	1,343
27(b)·10	Electric generating stations	"	..
27(b)·11	Miscellaneous purposes	"	2,165
27(b)·12	Total	"	3,508

No. 28.—Statement of Efficiency.

	Goods and proportion of mixed— Wagon miles—	
28·01	Per shunting engine hour (excluding departmental)	654
28·02	Per engine hour (including departmental)	193
28·03	Net ton miles (excluding weight carried in departmental trains) per engine hour including departmental	692
	Gross ton miles (including weight of engine)—	
28·04	Per engine hour including weight of engine and departmental	1,928
28·05	Per train engine hour excluding weight of engine and depart- mental	3,968

No. 29—Statement of Commodities.

Item.	Commodity.	Quantity originating on home line whether local or foreign.	Other traffic.	Total.	Earning from each Commodity.
		Tons (In hundreds).	Tons. (In hundreds).	Tons. (In hundreds).	Rs. (In hundreds).
	FUEL.—				
29-01	Coal and Coke and Patent fuel.—	5	22,0	22,5	60,5
29-02	For the public ..	Nil.	5,1	5,1	7,5
	For Foreign Railway and Home Line construction ..				
		5	27,1	27,6	68,0
29-03	Total ..	Nil.	4,4	4,4	73,0
29-04	Oil fuel ..	14,6	8	15,4	25,3
29-05	Firewood and Other fuel ..				
		1,7	1	1,8	9,2
29-06	HEAVY MERCHANDISE —				
	Rice in the husk ..	15,9	9,2	25,1	1,82,9
29-07	Rice not in the husk ..	4,0	56,8	60,8	4,67,3
29-08	Gram and pulse ..	63,9	16,3	80,2	3,95,4
29-09	Wheat ..	6,3	1,7	8,0	54,0
29-10	Jawar and Bajra ..				
		3,2	12,2	15,4	89,2
29-11	Other grains ..	126,2	3,8	130,0	3,83,5
29-12	Marble and Stone ..	47,0	7	47,7	2,11,0
29-13	Salt ..	4	17,8	18,2	1,46,1
29-14	Sugar, refined and unrefined ..	1,1	6,8	7,9	43,1
29-15	Wood unwrought ..	Nil.	Nil.	Nil.	Nil
29-16	Metallic Ores ..				
		58,5	8,0	66,5	5,93,2
29-17	Oil seeds ..	38,0	8,7	46,7	6,14,5
29-18	Cotton raw, pressed ..	Nil.	2,8	2,8	1,18,6
29-19	Petrol (in bulk) ..	Nil.	1,1	1,1	29,1
29-20	Kerosine Oil (in bulk) ..	Nil.	Nil.	Nil.	Nil.
29-21	Molasses (in bulk) ..				
		366,2	146,0	512,2	33,37,1
29-22	TOTAL HEAVY MERCHANDISE.				
	LIGHT MERCHANDISE.—				
29-23	Cotton, raw, unpressed ..	34,6	8	35,4	2,12,2
29-24	Cotton, manufactured ..	1,3	11,3	12,6	1,81,5
29-25	Fodder ..	4,4	7,0	11,4	58,9
29-26	Fruits and Vegetable fresh ..	2,3	7,3	9,6	55,1
29-27	Gur, Jagree, Molasses, etc. (Not in bulk) ..	5	18,2	18,7	1,73,6
		Nil	Nil.	Nil.	2
29-28	Jute Raw ..	2,2	16,1	18,3	2,34,5
29-29	Iron and steel wrought ..				
		2	7,1	7,3	1,61,1
29-30	Kerosine Oil (in tins) ..	4	7	1,1	36,3
29-31	Petrol (in tins) ..				
		6	4,3	4,9	85,7
29-32	Tobacco ..	4,3	12,3	16,6	1,93,3
29-33	Provisions ..	2	Nil.	2	4
29-34	Manures (all kinds) ..				
		51,0	85,1	136,1	13,92,8
29-35	TOTAL LIGHT MERCHANDISE ..				
		65,3	49,9	115,2	9,17,9
29-36	OTHER COMMODITIES ..				
		482,5	281,0	763,5	56,47,8
29-37	TOTAL GENERAL MERCHANDISE.				
		Nil.	4	4	6,8
29-38	Military traffic ..	1,0	1	1,1	18,1
29-39	Live Stock ..	316,1	14,9	331,0	1,81,4
29-40	Railway Materials ..				
		4,2	56,2	60,4	1,52,8
29-41	Materials and Stores on Revenue Accounts.—	150,9	3,3	154,2	69,2
29-42	Fuel ..				
	General Stores and Materials ..				
		155,1	59,5	214,6	2,22,0
29-43	TOTAL ..				
		969,8	388,2	1,358,0	62,42,4
29-44	TOTAL ALL COMMODITIES ..				

No. 30—Analysis of Operating expenses.

TABLE A.

MAINTENANCE OF STRUCTURAL WORKS.

Details.	Total Amount	Per equated track mile. 710·95	Percentage of total working expenses 64,09,521
	Rs.	Rs.	Rs.
A I (i) Administrative and Executive Officers ..	82,358	115·04	1·29
A I (ii) Subordinate Supervising Staff	41,566	58·46	0·65
A I (iii) Office Staff	46,416	65·29	0·72
I. Administration Total.	1,81,137	254·78	2·83
A II 1 (a) TRACK—Ordinary repairs and maintenance ..	4,72,635	664·79 Per 100 lineal feet of opening per track.	7·37
A II 1 (c) *BRIDGES—Ordinary repairs and maintenance ..	19,964	98·40	0·31
A II 1 (d) †SERVICE BUILDINGS—Ordinary repairs and maintenance	17,206	2·03 Per 100 square feet of plinth area per floor.	0·27
A II 1 (f) † RESIDENTIAL BUILDINGS—Ordinary repairs and maintenance	34,871	2·58 Per lever	0·54
A II 1 (g) § SIGNALS AND INTERLOCKING—Ordinary repairs and maintenance	8,856	5·47	0·14
A II 1 (b)-(e) (h) (i) (j) and (k) OTHER ITEMS—Ordinary repairs and maintenance	1,56,879	..	2·45
A II (1) ALL ITEMS TOTAL—Ordinary repairs and maintenance (excluding credits)	7,10,411	999·24 Per equated Track mile.	11·08
A II (2) Special Repairs and maintenance (excluding credits) .. ..	..	..	..
A II—Total repairs and maintenance (excluding credits) ..	7,10,411	999·24	11·08
REPLACEMENT AND RENEWAL.—	8,52,573	1,199·21	13·30
TOTAL MAINTENANCE OF STRUCTURAL WORKS:—	17,44,121	2,453·23	27·21

*Total lineal feet of opening Bridges 20,288

†Total Square feet of plinth area of Service buildings 848,603

‡Total Square feet of plinth area of Residential Buildings. 1,352,660

§ Total number of levers. 1,619

No. 30—Working Expenses—(Contd.)

TABLE B.

Maintenance and Supply of Locomotive Power.

REFERENCE TO ACCOUNTS.		Details.	(a)	(b)	(c)	(d)	(e)
Abstract and minor head.	Sub-head.		Total Amount.	Per Engine mile. Total engine miles. (2,583,181)	Per 1,000 gross ton miles. Total gross ton miles. 689,635,118	Per train mile. Total train miles. (2,055,097)	Percentage of total expenditures under Abstracts A to G. (64,09,591)
			Rs.	As.	Rs.	As.	
B.I	1	GENERAL ADMINISTRATION TOTAL	1,31,661	0·82	0·19	1·02	2·05
II		ORDINARY REPAIRS AND MAINTENANCE.					
	1	Locomotives—					
		(a) Running Repairs	1,96,892	1·22	0·28	1·54	3·07
		(b) Workshop repairs	1,77,289	1·10	0·26	1·38	2·77
		(Outturn from manufacture suspense)					
	2	Rail Motors—(Total) .. ..	..	..	..	..	..
	3	Equipment—Total	7,996	0·05	0·01	0·06	0·13
	4	New Minor Works	6 690	0·04	0·01	0·05	0·10
	5	Replacement and Renewals —Total.	..	..	..	..	..
		Total Ordinary Repairs and Maintenance	3,88,867	2·41	0·56	3·03	6·07
		OPERATING EXPENSES.					
III	1	Running Staff—	2,26,229	1·40	0·33	1·76	3·53
	2	Fuel—Total	7,73,433	4·79	1·12	6·02	12·07
	3	Water, Wages and stores	1,17,698	0·73	0·17	0·92	1·84
	4	Oil, Tallow and other stores.. ..	24,013	0·15	0·03	0·19	0·37
		Total (B III 3 and 4)	1,41,711	0·88	0·20	1·11	2·21
	5	Rail Motors—Total .. ..	..	..	..	..	..
	6	Payments to other Railways—Total	—2,137	—0·01	0·00	—0·02	—0·03
	7	Miscellaneous expenses—Total	18,294	0·11	0·03	0·14	0·28
		Total Operating Expenses	11,57,530	7·17	1·68	9·01	18·06
		REPLACEMENT AND RENEWALS.					
IV	1	Rolling Stock—Total	42,068	0·26	0·06	0·33	0·66
	2	Motor Vehicles—Total .. ..	..	..	..	..	..
	3	Plant .. ..	..	..	..	..	..
		Total Replacement and Renewals	42·068	0·26	0·06	0·33	0·66
		TOTAL ABSTRACT B.	17,20,126	10·66	2·49	13·39	26·84

No. 30.—Working Expenses—(Contd.)

TABLE C.

Maintenance of Carriage and Wagon Stock.

Reference to Accounts.		DETAILS.				(a)	(b)	(c)	(d)
Abstracts and Minor head.	Sub-head.					Total Amount.	Per 1,000 vehicle miles run by home & foreign vehicles.	Per train mile.	Percentage of total expenditure under Abstracts A to G.
						Total vehicle miles 63,064,758	Total train miles. 2,055,097.	61,09,521	
						Rs.	Rs.	As.	
C. I	1	General Administration—Total	..	..	1,09,210	1.73	0.85	1.71
II	1	Ordinary Repairs and Maintenance. Coaching vehicles.—							
		(a) Running repairs	..	..	20,489	0.98	0.16	0.32
		(b) Workshop repairs.— (Outturn from Manufactures Suspense)	..						
		Passenger Carriages	..	..	1,78,429	8.55	1.39	2.78
		Other Coaching vehicles	..	..	19,462	0.93	0.15	0.20
	2	Rail Motors—Total	..	..	..	..	..	..
	3	Goods Wagons.—							
		(a) Running repairs	..	..	24,821	0.59	0.19	0.39
		(b) Workshop repairs	..	..	1,25,214	2.97	0.98	1.95
		(Outturn from Manufactures Suspense)	..						
	4	Running repairs to Foreign Railway vehicles and wagons.			..	..	..	..
4A		Damages and Deficiencies to interchanged stock	..		..	..	..	..
	5	Equipment—Total	..	..	6,230	0.09	0.05	0.10
	6	New Minor Works	..	..	8,097	0.13	0.06	0.13
	7	Replacement and Renewal—Total.			..	..	..	..
		Total Ordinary Repairs and Maintenance..	..		3,82,742	6.07	2.98	5.97	
III		OPERATING EXPENSES.							
	1	Inspection of running vehicles—Total	..	..	51,107	0.81	0.40	0.80
	2	Payments to other Railways—Total	..	..	19	0.00	0.00	0.00
	3	Miscellaneous—Total	..	..	4,135	0.07	0.03	0.06
		Total Operating Expenses	..	..	55,261	0.88	0.43	0.86
IV		REPLACEMENT AND RENEWALS.							
	1	Rolling Stock.—							
		(a) Coaching Vehicles	..	..	70,034	3.35	0.54	1.09
		(b) Goods Vehicles	..	..	42,746	1.01	0.33	0.67
	2	Plant	..	..	4,542	0.07	0.04	0.07
		Total Replacement and Renewals	..	..	1,17,322	1.86	0.91	1.83
		Total Abstract O.	..		6,64,535	10.54	5.17	10.37	

Coaching Vehicle Miles 20,879,245

Goods Vehicle Miles 42,185,513

Total .. 63,064,758

No. 30-Working Expenses—(contd.)

TABLE D.

Maintenance and Working of Ferry Steamers and Harbours—Nil.

TABLE E.

Expenses of Traffic Department,

REFERENCE TO ACCOUNTS.		Details.	(a)	(b)	(c)
Abstract & minor head.	Sub- head.		Total Amount	Per train mile. Total train miles. 2,055,097	Percentage of total expenditure under Abstracts A to G 64,09,521.
E. I	1	GENERAL ADMINISTRATION—Total.	Rs. 1,30,869	As. 1-02	2-04
II		ORDINARY REPAIRS AND MAINTENANCE.			
	1	Equipment—Total	22,725	0-18	0-35
	2	Replacement and Renewals—Total .. .. .	..	..	..
		Total—Ordinary Repairs and Maintenance	22,725	0-18	0-35
III		OPERATING EXPENSES.			
	1	Salaries, Wages and Allowances.—			
		(a) General Operating Staff (Inspectors, canvassers etc	18,379	0-14	0-29
		(b) Station Staff	3,40,767	2-65	5-32
		(c) Train Staff	64,934	0-51	1-01
		(d) Mileage and Overtime of train staff	29,589	0-23	0-46
		(e) Travelling Ticket Examining Staff	18,443	0-14	0-29
	2	Fires, Light and general stores for stations and Sheds.	49,321	0-38	0-77
	3	Lighting, Water and General stores in trains	83,338	0-65	1-30
	4	Clothing.	9,098	0-07	0-14
	5	Stationery, Forms and Tickets	35,824	0-28	0-56
	6	Expenses on handling, collection and delivery of goods—Total	49,699	0-39	0-78
	7	Expenses at out—agencies	1,587	0-01	0-02
	8	Payments to other Railways—Total	80,104	0-63	1-25
	9	Conference hire and penalty charges on inter-changed stock	47,000	0-37	0-73
	10	Compensation for goods, etc, lost or damaged Less—Sale proceeds of unclaimed and damaged goods Net	2,967	0-02	0-05
	11	Miscellaneous Expenses Total	255	0-00	0-00
		Total Operating Expenses	8,31,305	6-47	12-97
		TOTAL ABSTRACT E.	9,84,899	7-67	15-36

No. 30. Working Expenses—(contd.)
TABLE F.—Expenses of General Departments.

Reference to Accounts.		Details.	(a) Total Amount.	(b) Per train mile.	(c) Percentage of total expenditure under Abstracts A to G.
Abstract and minor head.	Sub-head.			Total train miles. 2,055,097	64,09,521
F-I		GENERAL ADMINISTRATION.	Rs.	As.	Rs.
	1	London Boards .. .. .	..	..	..
	2	Share of Secretary of State's General Charges ..	..	..	..
	3	Charges in India for Government Supervision, Control and Audit .. .. .	..	..	..
	4	Leave allowance in England	73,286	0·57	1·14
	5	Indian Management and Control.—			
		(a) Agent's office	76,289	0·59	1·19
		(b) Accounts and Audit Department	1,84,396	1·44	2·88
		(c) Store Department	78,647	0·61	1·23
		(d) Cash and Pay Department	15,377	0·12	0·24
		(e) Medical Department	26,671	0·21	0·42
		(f) Telegraph Department	56,299	0·44	0·88
		(g) Police	25,927	0·20	0·40
	6	Miscellaneous expenses	—188	0·00	0·00
		TOTAL GENERAL ADMINISTRATION ..	5,36,704	4·18	8·38
II		ORDINARY REPAIRS AND MAINTENANCE.			
	1	Telegraphs	98,772	0·77	1·54
	2	Equipment	2,628	0·02	0·04
	3	Replacement and Renewals—Total.	..	..	..
		TOTAL ORDINARY REPAIRS AND MAINTENANCE ..	1,01,400	0·79	1·58
IV		REPLACEMENT AND RENEWALS.			
	1	Electric instrument and telephones .. .. .	..	..	..
		TOTAL REPLACEMENT AND RENEWAL ..	..	..	..
		TOTAL EXPENSES OF GENERAL DEPARTMENTS ..	6,38,104	4·97	9·96

No. 30.—Working Expenses—(contd.)
TABLE G.—Miscellaneous Expenses.

G-I		GENERAL ADMINISTRATION.	Rs.	As.	
	1	Law charges (less costs recovered)	1,121	0·01	0·02
	2	Rents of buildings and lands .. .. .	..	..	..
	3	Rates and taxes	6,000	0·05	0·09
	4	Contributions to Provident Institutions	1,52,739	1·19	2·38
	5	Gratuities	48,709	0·38	0·76
	6	Compensation other than those included in (E. III—10).	..	..	..
	7	Educational Grants	4,599	0·04	0·07
	8	Health and welfare service	21,225	0·17	0·33
	9	Publicity expenses	1,874	0·01	0·03
	10	Fire protection of Railway property	148	0·00	0·00
	11	Expenses in connection with the I. R. C. A.	3,040	0·02	0·05
	12	Miscellaneous contributions and grants	4,316	0·03	0·07
	13	Passage money	16,802	0·13	0·26
	14	Loss or gain caused by the provident Fund depositor in sterling.	—139	0·00	0·00
		TOTAL GENERAL ADMINISTRATION ..	2,60,434	2·03	4·06
III.		OPERATING EXPENSES.			
	1	Indian charges and Stores, excluding fuel	54,577	0·42	0·85
	2	Catering Department	2,226	0·02	0·04
	3	Miscellaneous expenses	3,40,499	2·65	5·31
		TOTAL OPERATING EXPENSES ..	3,97,302	3·09	6·20
		TOTAL MISCELLANEOUS EXPENSES ..	6,57,736	5·12	10·26

No. 30.—Working Expenses.—(Concl'd).

TABLES A to G.

Summary.

Details				Total Amount	Percentage of total.	Remarks.
				Rs.		
I.—General administration	..	..	..	13,50,015	21·06	
II.—Ordinary Repairs and Maintenance	..	..	..	16,06,145	25·06	
III.—Operating expenses	..	..	..	24,41,398	38·09	
IV.—Replacement and Renewals	..	..	..	10,11,963	15·79	
Total				64,09,521	100·00	

No. 31—Statement of Oil Consumption

Item.	Heading.				Number.
31·01	Lubricating oil used on engines (excluding shunting, siding and departmental)— Total pints—(Passenger and mixed services)				84,625
31·02	Total pints—(Goods services)				20,754
31·03	Pints per 100 engine miles—(Passenger and mixed services)				5·20
31·04	Pints per 100 engine miles (Goods services)				4·21
31·05	Lubricating oil used on coaching, goods and departmental vehicles— Total pints				49,937
31·06	Pints, per 1,000 vehicle miles (Passenger and goods) in terms of 4-wheelers				0·77

No. 32—Statement of Electric multiple unit Suburban train Statistics for 1935-36.—Nil

No. 33—Statement of Steam coach, Rail motor and Internal Combustion Coach performances for 1935-36—Nil.

Jodhpur Railway

ANNUAL REPORT

1935-36

SECTION IV

APPENDICES.

TABLE OF CONTENTS.

APPENDICES.

	PAGE.
Appendix B—Details of working of collieries	1
Appendix C—Statement of Staff	1
Appendix D—	
Table No. 1—Number of persons reported during the year as killed or injured	2
Table No. 2—Train accidents	3-4
Table No. 3—Return of persons reported, during the year as having been killed or injured	5
Table No. 4—Return of accidents during the year	5
Table No. 5—Accidents to Railway servants during the year	5
Appendix E—Statement of Rolling Stock fitted with automatic brakes, <i>etc.</i>	6
Appendix F—Statement of cost of Police and Watch and Ward staff ..	7

APPENDIX B.—Details of working of Company or State CollieriesNil.

APPENDIX C.—Statement of Staff for the year 1935—36.

Item.	OPEN LINE.				CONSTRUCTION.				TOTAL.			
	Gazetted Officers.		Non-Gazetted employees.		Gazetted Officers.		Non-Gazetted Employees.		Gazetted Officers.		Non-Gazetted Employees.	
	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.	Number.	Cost.
	17	..	10	..	1	..	..	..	18	..	10	..
	19	..	8	..	1	..	..	..	20	..	8	..
	5	..	5,313	..	1	..	828	..	6	..	6,141	..
	6	..	5,617	..	..	..	321	..	6	..	5,941	..
	..	..	1,592	..	..	..	87	..	..	..	1,579	..
	..	..	1,620	..	..	..	66	..	..	..	1,686	..
	..	..	21	..	..	..	1	..	..	..	22	..
	..	..	27	..	..	..	..	..	..	..	27	..
	..	..	9	..	..	..	3	..	..	..	12	..
	..	..	8	..	..	..	3	..	..	..	11	..
	..	..	75	..	..	..	1	..	..	..	76	..
	..	..	81	..	..	..	2	..	..	..	83	..
	..	..	9	..	..	..	..	..	..	..	9	..
	..	..	18	..	..	..	..	..	..	..	18	..
	5	..	7,019	..	1	..	920	..	6	..	7,939	..
	5	..	7,371	..	..	..	395	..	5	..	7,766	..
	22	3,77,090	7,029	22,92,837	2	6,808	920	51,755	24	3,84,588	7,049	23,44,592
	24	4,18,504	7,370	25,87,108	1	11,309	395	1,30,263	25	4,29,813	7,774	27,17,371

STAFF.—

1935-36.

Open Line. Construction.

No.	Cost.
507	302
162	52
4	..
11	..
..	..
684	354

* Includes —
Jains. ..
Brahmo-Samajists. ..

1934-36. 1935-36.
No. No.
36 36
Nil. Nil.

TABLE No. 1.

RAILWAY.

Индустри

APPENDIX D—(Contd.)
TABLE No. 2.—TRAIN ACCIDENTS.

Accidents to Trains, Rolling-Stock and Permanent Way etc, reported during the year ending with the 31st March 1936 as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents.

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accidents reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890.)	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines
7. Derailments of passenger trains— (a) Due to trains travelling in the wrong direction through points.
(b) Other causes	8	..	8	..	..	..	4	..	..	..	4
8. Other derailments— (a) Due to trains travelling in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	1	4	5	..	..	..	..	..	1	..	1
9. Accidents due to failures of engines and rolling stock— (a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department
(1) Boilers and tubes	..	5	5	..	..	..	..	..	..	..	..
(To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise.
(2) Machinery, springs, etc.	..	15	15	..	..	..	..	..	..	..	..
(To include all failures of engine on trains when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included.)
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.
(1) Boilers and tubes,	..	1	1	..	..	..	..	..	..	..	..
(To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise)
Carried over	9	26	35	..	..	..	4	..	1	..	5

TABLE No. 2—TRAIN ACCIDENTS—(Concluded.)

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accident reported to Local Government under Section 83 of the Indian Railways Act, 1890 (IX of 1890)	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Brought Forward ..	9	26	35	..	..	..	4	..	1	..	6
(2) Other causes, ..	..	15	15	..	..	..	..	..	..	..	..
(To include all failures of engines on trains or when proceeding to work a train when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included.)											
(c) The failure of tyres, ..	..	..	..	..	..	..	..	..	..	..	..
(d) The failure of wheels, ..	..	..	..	..	..	..	..	..	..	..	..
(e) The failure of axles, ..	..	..	..	..	..	..	..	..	..	..	..
(f) The failure of brake apparatus, ..	..	..	..	..	..	..	..	..	..	..	..
(g) The failure of couplings and draft gear.	..	14	14	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures:— (To include all failures to rolling stock which are not covered by items 9 (a) to 9 (g).)	..	..	..	..	..	..	..	..	..	..	..
10 Accidents, due to failure of permanent way, etc:—											
(a) Broken rails, ..	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc. ..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	5	2	7	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains, ..	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts, ..	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents:—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	107	107	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line.	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running through gates at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train wrecking— (To include accidents to trains (as defined in paragraph 1, Chapter I of the General Rules for all open lines of railways in British India) which in the opinion of the authorised officer are caused by wilful tampering with the permanent way or by other means with the intention of wrecking trains.)	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking— (When in the opinion of the authorised officer the permanent way has been tampered with wilfully with the intention of wrecking a train although an accident to a train has not occurred.)	..	3	3	..	..	..	..	..	..	..	..
(g) Miscellaneous ..	..	..	..	..	..	..	..	..	..	..	..
Total ..	14	175	189	..	..	..	4	..	1	..	5

NOTE:—Average No. of persons employed—4469.

APPENDIX D—(contd.)

TABLE No. 3.

Return of persons (a) reported during the year ending with the 31st March 1936 as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned.

	NUMBER OF PASSENGERS.		NUMBER OF SERVANTS.		OTHERS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending Steps at Stations..
2. By being struck by barrows, or by falling over packages, etc. on platform
3. From falling off platforms
4. Whilst loading, unloading or sheeting wagons	1	..	..	..	1
5. Whilst moving or carrying goods at stations etc.
6. Whilst working of cranes or capstans
7. By the falling of wagon doors, lamps, bales of goods, etc.
8. From falling off, or when getting on or off stationary engines or Vehicles
9. From falling off platforms, scaffolds ladders etc.
10. By stumbling whilst walking on the line or Platforms
11. Whilst attending to stationary engines in sheds	1	..	..	..	1
12. By being trampled on or kicked by horses
13. Whilst working on the line or in sidings
14. Miscellaneous	2	..	..	..	2
Total	4	..	..	..	4

(a) See rules 11 and 12 of Railway Board's Notification No.390-5. T.23 of 29th August 1923

TABLE No. 4.

Return of accidents occurring during the year ending 31st March 1936, on the Jodhpur Railway. Nil.

APPENDIX D—(Concluded.)

TABLE No. 5

Accidents to Railway servants caused by the moment of trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1936, on the Jodhpur Railway.

CAUSE.	MOVEMENT CASES.			
	Killed.	Percentage.	Injured.	Percentage.
1. Misadventure or accidental	1	100 %	..	..
2. Want of caution or misconduct on the part of the injured person .. ..	..	..	5	100 %
3. Want of caution or breach of rules, etc. on the part of servants other than the persons injured .. ..	..	..	..	..
4. Defective systems of working dangerous places, dangerous conditions of work or want of rules or systems of working .. ..	..	..	..	..
5. Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc. .. ..	..	..	..	..
Total ..	1	100 %	5	100 %

Item.	Heading.	Number or percentage.
1	Gauge	Metre.
	<i>Locomotives—</i>	
2'01	Total number on the line	107
2'02	Number fitted with automatic brakes	83
2'03	Percentage of total	77'6
	<i>Coaching vehicles (including brake vans used exclusively on passenger service)—</i>	
3'01	Total number	335
3'02	Number braked	275
3'03	Percentage of total	82'1
3'04	Number piped	11
3'05	Percentage of total	3'28
	<i>Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service but excluding brake and their dummy trucks).—</i>	
4'01	Total number	2,689
4'02	Number braked	109
4'03	Percentage of total	4'06
4'04	Number piped	34
4'05	Percentage of total	1'26
	<i>Passenger vehicles—</i>	
5'01	Total number on the line	304
5'02	Number fitted for lighting with gas .. .. .	..
5'03	Percentage of total .. .. .	..
5'04	Number fitted for lighting with electricity	287
5'05	Percentage of total	94'4
	<i>Lower class carriages provided with latrine accommodation—</i>	
	<i>Intermediate class—</i>	
6'01	Total number	13
6'02	Number provided with latrine accommodation	13
6'03	Percentage of total	100%
	<i>Third class—</i>	
6'04	Total number	97
6'05	Number provided with latrine accommodation	97
6'05	Percentage of total	100%
	<i>Composites containing intermediate or third class accommodation—</i>	
6'07	Total number	110
6'08	Number provided with latrine accommodation	110
6'09	Percentage of total	100%
6'10	Total number of lower class carriages	220
6'11	Number provided with latrine accommodation	220
6'12	Percentage of total number	100%

Item 3.01 - exclusions -

(i) State Saloons	7
(ii) Relief or Accident Vans	5
	<u>12</u>

But includes:—

(i) Bogie Officers Carriages	..	..	..	..	..	..	3
(ii) 4-Wheeler Officers Carriages	..	..	..	..	..	..	12
(iii) Rest Van 4-wheeler for Inspectors	..	..	..	..	..	..	7
(iv) Rest Vans for Drivers or Train crews	..	..	..	..	..	..	17
							<u>39</u>

Item 3 02 Excludes 1 Bogie Accident Van	1
-------------------------------------------------	---

[illegible]

Item 4-01 Excludes 1 Crane & 1 Dumpy truck	2
--------------------------------------------	----	----	----	----	----	----	---

But includes Departmental wagons as:—

(i) Water Tanks Travelling	60
------------------------------------	----

(ii) Store Vans	..	..	..	..	..	..	..	6
	..	..	..	..	..	..	..	1

(iii) Wheel Van

(iv) Open wagons 4-wheelers and Iron covered wagons 4-wheeler for moving scrap in Mechanical Workshops and Stores.

Workshops and Stores	3
(a) Iron covered wagons for Motor Traction	7

(v) Iron covered wagons for Motor Trolleys ..	..	..	..	..	7
(vi) Low-sided open wagons with small tanks of water ..					6

Item 5-01—Includes 4 Dining Cars.

Item 607--Includes 1st and 2nd class forming part of the whole Carriage including inter & 3rd class as:—

1st, 2nd, and inter class Bogie..
-----------------------------------	----	----	----	----	----	----

1st, 2nd, Inter and 3rd class Bogie	20
-------------------------------------	----	----	----	----	----	----	----

[illegible]

APPENDIX F.

Statement showing the cost of the Police Force and Watch and Ward Staff for the year 1935—36.

Item.	H E A D I N G.								Amount.
									Rs.
1	<i>Cost of the Police Force—</i> Contribution to local Government for Crime and Order Police								Nil
2	<i>Cost of Watch and Ward Staff—</i>								
2'01	Watchmen								22,292
2'02	Contingencies								3,636
3	Total cost to the Railway								25,928
4	<i>Total cost—</i>								
4'01	Per route mile								24'6
4'02	Per train mile								0'01